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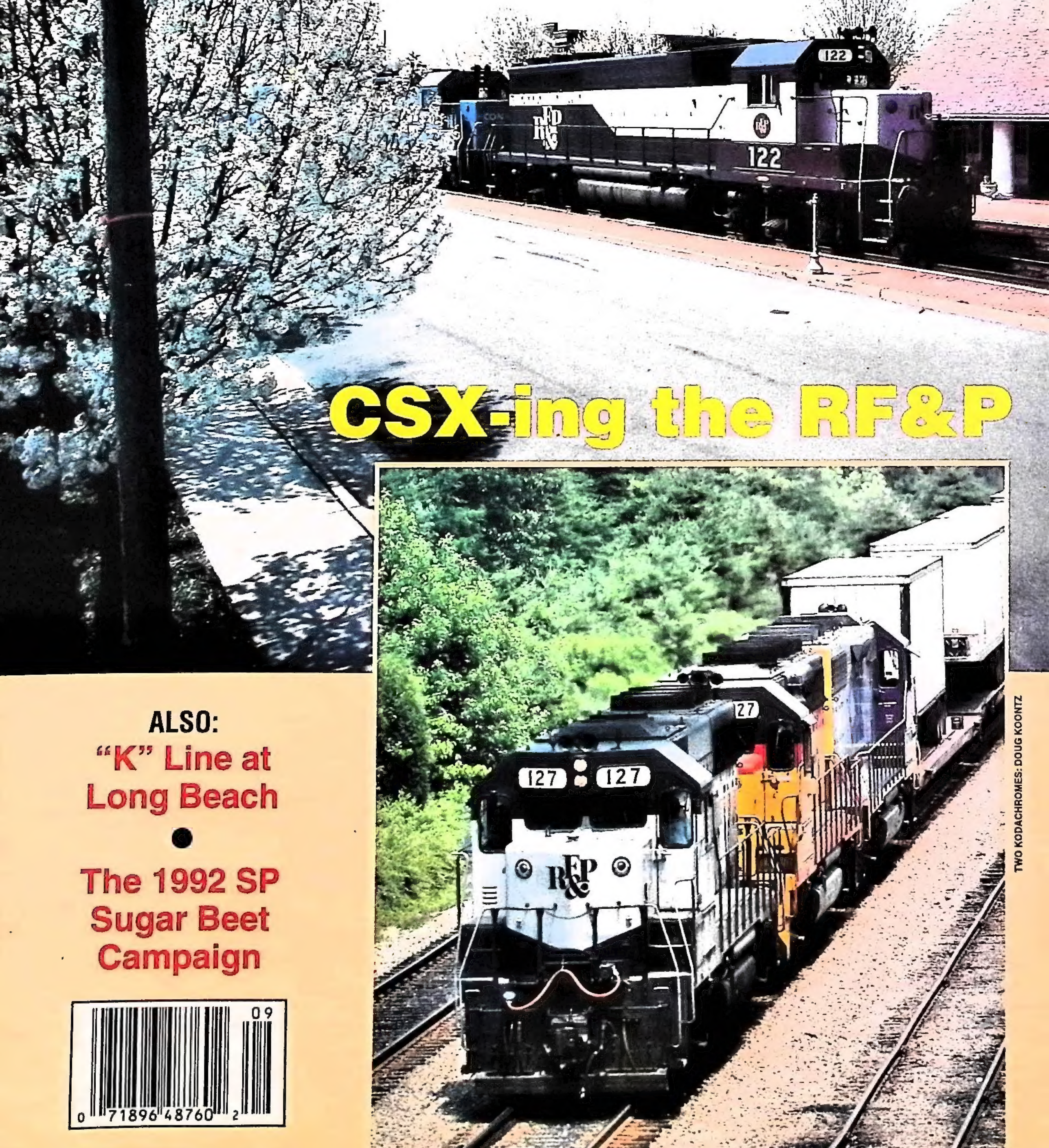

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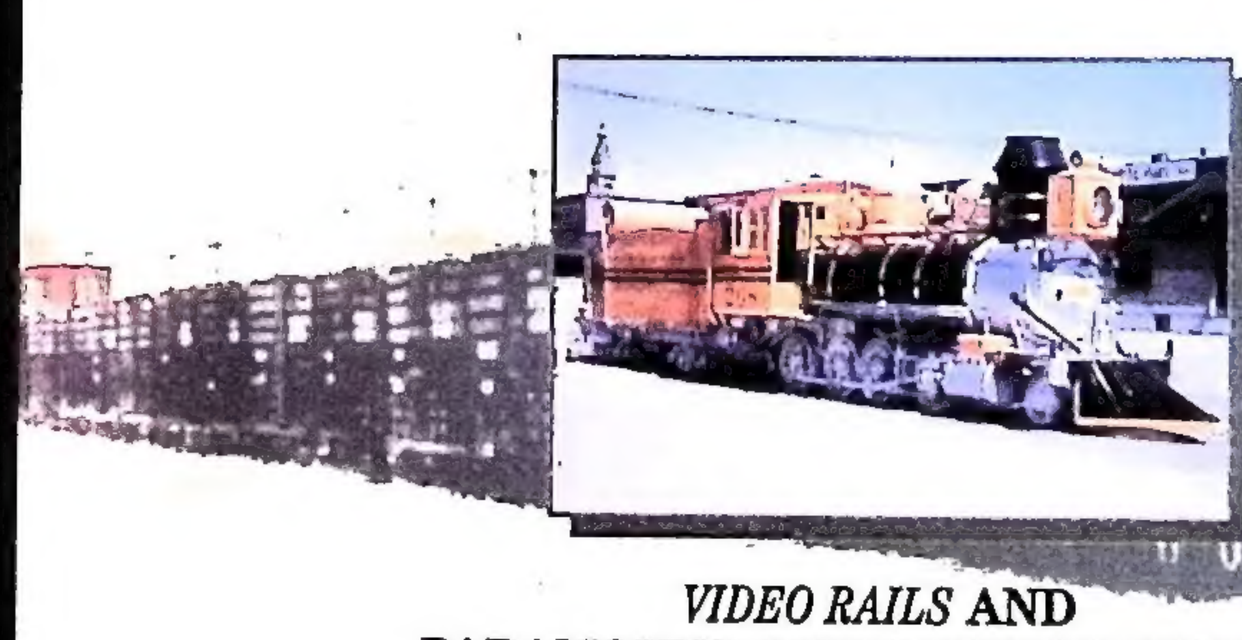

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KODACHROME: MICHAEL HOFF

WISCONSIN & SOUTHERN F45 1002 (ex-Transcisco Tours 1002, ex-Daylight Locomotive & Machine 743, nee-BN 6627) modeled its fresh paint at North Fond du Lac, Wisc., on June 5. See page 42.

Es AND Fs ON MARC have made the commuter railroad a railfan's delight. Leased CSX Fs led Train 270 past Point of Rocks on June 3, 1992, while newly painted MARC E8 60 (ex-NJT 4327) led Train 275 toward there on May 20 (**both below**). See page 42.

CSX KODACHROME: ALEX MAYES. MARC EKTACHROME: GORDON BJORAKER

EKTACHROME: TIM WILSON

EKTACHROME: WALT STRINGER

EX-VIA FPA4 6780 was *not* painted in the WM fireball scheme as expected but was done in the classic B&O livery. It was on the Western Maryland Scenic's turntable at Frostburg on June 13, 1992. See page 42.

Railnews

METROLINK F59PH 852 was displayed at Redondo Junction, Cal., on June 14 (**left**) with a matching Metrolink car for Amtrak's employee safety day. Sister F59 851 led an APTA excursion the same day. See page 42.

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From the Publisher's desk: Preservation

The wholesale abandonment of our clean electric railway systems roughly fifty years ago was paralleled by the development of diesel locomotives which replaced the steam locomotive. Both changes were largely economic — although a good case has been made for political intervention to get rid of street railway tracks so that streetcar riders could be moved instead "in speedy modern comfortable buses." Ever wider highways followed, along with our Interstate highway system. The once-blue skies with fleecy white clouds over Los Angeles turned an eye irritating brown. The Long Island Expressway is often a lengthy parking lot which widening has never improved.

A few dedicated visionaries put their money where their mouth was when they realized that the wholesale scrapping of streetcars and obsolete railroad equipment was, in effect, destroying a part of American history which could never be replaced. The Orange Empire group became buying Pacific Electric interurbans, Los Angeles narrow gauge streetcars and equipment from other lesser known lines, as well as steam. Three New England traction groups (Seashore Electric, Branford and Warehouse Point) began collecting cars from the Connecticut Company, Boston and smaller systems. Similar groups did the same in Pennsylvania, Missouri, Colorado, Illinois, Ontario and even Hawaii.

The pioneer museum groups discovered early on that preservation of equipment was almost a futile effort unless equipment could be kept under cover, as at the Ford Museum in Dearborn. The salt air of Maine and Connecticut was as destructive as the hot wood-rotting desert sun and wind of California. Construction of carbarns and shop buildings became a priority.

It isn't just enough to want to save a locomotive. Each preserved locomotive and trolley needs thousands of man hours of labor from skilled craftsmen and volunteer assistants. Each preservation piece also requires thousands of dollars for new parts and paint. Parts not available commercially, new or used, must be crafted by hand. A piece must also have historic merit.

There isn't a collection in the U.S. or Canada that doesn't require more help. Even the National Park Service' Steamtown collection is sorely in need of volunteers, as is the East Broad Top and the several Colorado narrow gauge operations.

Our office manager and bookkeeper, Janet McNabb, and her daughter have spent many weekends at the Pine Creek Railroad at Allaire State Park near Point Pleasant, N.J., where they cut tubing to length to get the Pine Creek's narrow gauge Shay back under steam. Our accounting firm's computer whiz, John Lyle, was last seen inside the firebox doing welding on the same engine. John also happens to be an engineer at Pine Creek and the treasurer of the Tri-State Chapter NRHS.

In nearby Newfoundland, N.J., a group from the NYS&WT&HS has been working for several years on restoration of the Susquehanna M-1 RDC car. The Budd car should be operable this fall, and she's a beauty.

The summer is always the season when museums roll out their equipment and steam up — or pole up? — for the visitors. As "real" railroading becomes more uniform with merger after merger, the efforts of the preservationists become ever more valuable in both the historic and entertainment aspects.

RAILFAN & RAILROAD

September 1992/vol.11 no.9

RAILROAD / founded 1906 / vol. 114 no. 6

Features

46 **"Campaign '92" — Sugar Beets on the SP**/Ted Benson
54 **"K" Line and ITS at Long Beach**/David C. Crammer
60 **CSX-ing the RF&P**/Doug Koontz

Departments

4 **Railnews**/news in color
6 **Fanmail**/letters from readers
9 **Camera Bag**/Processing Kodachrome (Del Vecchio)
17 **Railroadiana**/product news and reviews
23 **Videos**/videotape reviews
30 **Timetable**/events
35 **Railfun**/Curt Katz
36 **Transit Currents**/George M. Smerk
42 **Railnews**/news in detail
68 **Markers**/editorial commentary
70 **Switch List**/classified advertising
72 **Advertising Index**/the railfan marketplace
74 **Railnews**/news in color

Cover

Although things are changing, there is still a lot of the old Richmond, Fredericksburg & Potomac to be found on the line that "Links North and South" in spite of the recent takeover by CSX. Thanks to cab signals, many RF&P units continue to be in the lead on freights — even though all face north and make the southbound run long-hood-forward! Amid this year's spring blossoms, veteran GP40 122 had a Conrail GP40-2 as a second unit on freight R410 northbound through the city streets of Ashland, Va., on April 28, 1992. In the inset photo, the CSX influence was more evident on June 2, 1991, when GP40 127 had R175 rolling south at Possum Point with Chessie and CSX units behind — this was before the RF&P cab-signal-equipped units were turned northward. Doug Koontz looks at the recent changes on the RF&P in his article beginning on page 60. Two Kodachromes by Doug Koontz.

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., Phil Hardin Road (Fredon-Springdale Road), Fredon Township, P.O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1992 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $25.00 per year, $47.00 for two years, $67.00 for three years. Foreign: $31.00 per year, $61.00 for two years, $90.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

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Fanmail

A&R's jitney

I certainly enjoyed Jim Wrinn's story covering the evolution and operations of the Aberdeen & Rockfish Railroad in the July '92 issue. It answered a lot of questions I had built up over the years.

I think Mr. Wrinn missed an interesting highlight about the A&R's "jitney" motorcar service (which I'd still like to know more about) in that the apparent sole surviving motorcar still runs as California Western Railroad's M-300, now 56 years old and the last of the "shovelnoses." I have been looking for concrete information that would support that this car might have been originally outfitted as a "Jim Crow" (segregated) coach when it served its original owner, the Seaboard Air Line, and later the Aberdeen & Rockfish. I still have no firm answer but must presume such would be true.

One wonders whether A&R's jitney-come-Skunk ever served both Fort Braggs — the one in North Carolina and the one in Northern California.

KEVIN V. BUNKER
General Manager
Feather River Short Line Railroad
Sacramento, Calif.

Hudson bias

Granger road bias is evident in Editor Boyd's daring to even mention a Burlington Hudson in the same sentence as the superlative New York Central J3a, let alone to claim that the CB&Q 4-6-4 could "eat a J3a for breakfast" (July '92 issue, page 70). One of the many refinements of the 4700-h.p. J3a over the J1 (and over the CB&Q 4-6-4s) was higher boiler pressure, which allowed smaller 22½ × 29½" cylinders than on J1's and CB&Q Hudsons, and even at that J3a piston force was so great that this higher pressure had to be reduced from 275 to 265 lbs. to avoid bending main rods. Lloyd Stagner called it correctly in his book *North American Hudsons*: "New York Central was first and foremost in Hudsons."

Of course, any really unbiased fan knows that the New Haven I-5 4-6-4s were better and handsomer engines than any of the above.

J.W. SWANBERG
Branford, Conn.

New Haven I-5s? Our unbiased fan would also have to be unsighted, as an I-5 is about as an acquired a taste as you can get. Now, the Lackawanna had the handsomest Hudsons of 'em all, and they could hold their own against a J1 — M.D.

You're both goofy. Before making that statement about the S4 versus J3a I compared the specs with Hal Lewis, who fired NYC Hudsons. The Burlington S4 outstrips the J3a in grate area (87.9 to 82), evaporative surface (4247 to 4187), superheater surface (1830 to 1745), weight on drivers (207,730 to 196,000), total engine weight (391,880 to 360,000) and Tractive Effort (47,700 to 43,400). The NYC engine has smaller cylinders with an inch longer stroke on inch-higher drivers (79 to 78) and slightly higher pressure (275/265 to 250). You'd have to be a physics expert to sort out the horsepower and efficiency differences, but in the "specs that count," Hal agreed that the bigger Q engine would probably outperform the J3a in just about every aspect except low bridge ducking. And for top speeds, I've personally been over 100 m.p.h. behind 74-inch-drivered O5s (5618 and 5632) and have no doubt that S4s could do much more than that and likely did so on a regular basis on the Q's good track and wide open spaces. I doubt that the J3a's would have done so well on the 80-car freezer trains that the S4s handled after diesels bumped them off the varnish. Just don't tell anybody

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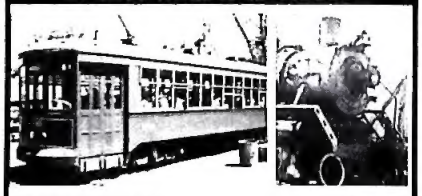

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how we've avoided mentioning the 300-p.s.i., 84-inch-drivered 4-6-4s of the Santa Fe, Milwaukee Road and North Western or we might all have to shut up — J.B.

Milwaukee trolley bus

Read your little sidebar in TRANSIT CURRENTS regarding the night owl trolley bus run from West Allis into Milwaukee and found it an interesting note on the history of electric traction in our area. I don't know if you are aware of it, but we have the last trolley bus to run in Milwaukee sitting on our property, No.350, which belongs to one of our members.

We also have a collection of electric railroading equipment from around the Midwest, some of which is operable and others which are under restoration. We have also begun a party car service using a restored South Shore interurban car, configured with tables and food service areas inside. We believe this is unique to any electric railroad or museum line today.

JACK FRANKLIN
Friends of East Troy
Railroad Museum, Inc.
East Troy, Wisc.

Grande humor

Overheard on my scanner while railfanning on the Rio Grande near Thompson, Utah, on May 15, 1992: "Dispatcher, 3902, keep a lookout for a cow on the tracks at Milepost 425." Pause of 30 seconds.

"A reincarnated rail buff, I'll bet."

WARD McCARTNEY III
Whitefish, Mont.

A flare for '45s

In the April '92 issue, Ted Benson notes that the Southern Pacific is still using its "front line power from the 1960s" on hotshots in the 1990s. Fortunately, Espee's marginal financial status and the fact that these units were rebuilt in the mid-1980s interact to make them one of the few roads still using "flared" SD45s into the 1990s. In fact, among original SD45 purchasers, only SP/SSW/DRGW and (for the moment) Santa Fe are using these marvelous 20-cylinder gas-hogs into the 1990s (okay, some of the units involved have been rebuilt with V-16s). Both of these roads use these units in any service and in any place in the consist. For example, in March 1992 on Espee's Coast Line, SP 7481 led an almost all-flare consist on the hot LABAF intermodal train westbound on the 7th, came back with a "new" almost all-flare consist on the WSWCMK drag on the 9th, then led again an "Oxnard Turn" road local on the 11th. Indeed, these old girls are used with impunity in any and all types of service.

Lastly, Mr. Benson notes that he "hated" the '45s for the way they replaced F-units, but he would now follow one anywhere if it took the point on an intermodal. I came along just a tad later than Ted, so I had only a tangential acquaintance with Espee's Fs — the flared '45s were my darlings. When later models bumped the '45s from their position of preeminence, I was generally not too fond of these later models for several years thereafter.

In hobbies, subjectivity wields a heavy hand. Truly though, the flared SD45 design is a classic, a beautiful marriage between raw power and arresting visual styling. Among mass production units, it was (nearly) the last of the "muscle engines," with loud, gigantic prime movers, booming bass and roaring exhaust. No one has to ask if a '45 is working. While it's nice to have Great Northern's "*Hustle Muscle*" SD45 preserved, why stop there? Certainly one example from the largest original-purchase fleet (SP) or second-largest (AT&SF) should be preserved as a symbol of the "face" of these roads in the late 1960s/early 1970s and of the preeminent role played by the flared SD45 in Western railroading across portions of four decades.

BRUCE VEARY
Simi Valley, Calif.

Oh, those typos

One of the things I've been noticing about a lot of publications these days is the fact that misspellings and typos seem to show up rather regularly. I wonder sometimes who's

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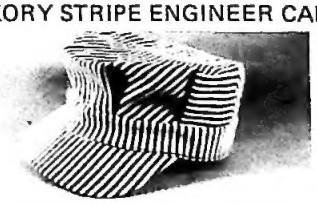

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doing the proof-reading? Even some of the Christian literature I see is not exempt either.

Although I've been living in West Virginia for 40-plus years, my roots really are in North Carolina. So I'm sensitive to read everything about events on the Southern and the N&W.

So it came as a jolt when I read about the Saluda Special. The first thing I note is the 5.4% grade quoted when everything I've ever seen in the past says a maximum Saluda grade of 4.5%. Has the Southern gone up there and graded the steepest part of the roadbed to increase it by 0.9%? Another typo? I rather suspect it is.

Then there's the reference to the Duke Power steam plant at Belmont outside of Charlotte, South Carolina. Yes I know, in the old days when I spent my summers at my grandparents in Rowan County the major radio station WBT (Watch Buick Travel) used to station "ID" themselves as Charlotte "Carolina" because they covered just as large an area of South Carolina as they did North Carolina. But I really figure that any knowledgeable writer ought to know that Charlotte's in North Carolina.

I enjoyed the piece about the Aberdeen & Rockfish. Back when I was a kid in Kinston, N.C., an A&R official in those days — Mr. H.P. Edwards — "rescued" our local railroad by forming the Atlantic & East Carolina Railroad so he could lease and continue to provide our essential rail service. The old original Norfolk Southern Railroad held forth until bankruptcy overtook them about 1932. Then the state tried to run it as the Atlantic & North Carolina Railroad up until Mr. Edwards' road took over about 1938, or so. Mr. Edwards was an elder with my Dad in the local Kinston Presbyterian Church, and he very kindly wrote a nice letter of recommendation for me to the N&W when I tried to secure a job with them in the Motive Power Department. I was always very grateful for that.

I think people like Mr. Edwards were men ahead of their time as they were some of the early entrepreneurs the likes of which we see today all over. It's an idea and business method whose time has come, and they're frightfully giving some of the truckers "what for."

C.A. WIGGINS, JR.
Dunbar, W. Va.

Those typos come from our Dan Quayle Computer SpellChecker Programe — J.B.

Formerly Red railroading

Thank you for providing some refreshingly different material by publishing Harre W. Demoro's "A Visit to Vladivostok" in the July 1992 issue.

The railways of Eastern Europe and the former Soviet Union have until recently been all but inaccessible to Americans. With the restrictions on photography and travel now relaxed, this part of the world holds untold surprises for the adventuresome railfan.

I hope that through publication of articles such as this, more U.S. railfans will broaden their horizons and take an interest in "foreign" railways. For me, seeing the N&W 611 somewhere in Ohio was nice, but walking through a Polish roundhouse with twelve live steam locomotives is an experience I will never forget.

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BY JIM BOYD

Processing Kodachrome

GUEST COLUMNIST: MIKE DEL VECCHIO

Despite recent improvements in all types of slide films, Kodachrome still reigns the favorite among most rail photographers. Its sharpness, color saturation and fine grain characteristics are only just now being approached by other film types. The proven archival longevity of Kodachrome, however, is the biggest reason the film is still preferred by railfans. No slide film is perfect, and Kodachrome does have its shortcomings (high contrast, muddy shadow detail and limited access to processing), but most of us stick with it because Kodachromes shot in 1939, when the film was first introduced, are still bright and colorful and look like they were shot yesterday, while most other films like Agfachrome and Ektachrome are color-shifted beyond recognition in half of that lifetime.

The reason for its longevity and fine grain is that, simply, Kodachrome is a multi-layer black & white film that has the color dyes added during processing. It is a many-step process, and Kodak has carefully protected its patented formulation and processing — only Kodak/Qualex and a small handful of licensed independent labs can process Kodachrome, and it takes a tremendous volume to make the venture profitable.

During the late 1980s, soon after Kodak lost a very expensive lawsuit to Polaroid for patent infringement on instant process films, Kodak sold its processing subsidiary to Fuqua Industries, a nationwide "department store" film processing firm. Subsidiaries Kodalux and Qualex were formed. Kodak said it would retain majority ownership and new companies would keep many of the same employees to assure quality. Qualex handles primarily the C-41 and E-6 processes (color negative and Ektachrome slides, respectively) and Kodalux handles those plus K-14, Kodachrome. Selling the processing was actually a good business move for Kodak, which was able to raise much-needed cash and retain the high-volume sales of paper and chemicals while shedding the hands-on aggravation of managing the processing labs.

Though the transition to Qualex went rather smoothly, some photographers had their troubles with the new company, primarily in the West where within a couple of months the processing time went from a day or two to nearly a week when working through a camera store. Except for the delays in some parts of the country, though, the services we were used to with Kodak hadn't really changed.

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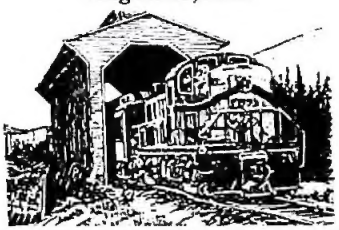

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Recently, there have been some changes, and it would be a good idea to discuss them here.

Mailers

Sometime in 1992 Kodalux began returning mailers to photographers via U.S. Postal Service "Bulk Mail," an inexpensive and slower means of shipping than the previously used First Class mail. Selling film with "prepaid mailers" was devised by Kodak long ago as something a photographer could buy before going on a trip. As film was shot on the road it could dropped in a mailbox with postage for two ounces, and the processed film would be waiting when the photographer returned home. The list price of mailers is the same as standard processing, but since mailers were convenient — and often discounted — they became a way of life for many.

Since the familiar yellow slide boxes have First Class stamps printed directly on them, Kodalux is now returning film in white envelopes marked "RUSH." A postal representative said that Bulk Mail generally travels entirely by truck and that a cross-country move usually takes ten to 14 days, regardless of what's printed on the package. And I know from dealing with large volume mailings through this company and with local railroad historical societies that the Post Office gives you exactly what you pay for, period, so "RUSH" on the package won't get the slides back any quicker. Also, Bulk Mail isn't forwarded in the event of a move — a change of address is noted on the package and returned to the sender "postage due" for the return. Also, from experience in receiving all kinds of mail here, packages arrive in the best shape if packed firm and flat. Large, loose and lumpy envelopes are usually the ones that seem to arrive damaged in the mails.

If you use mailers and live near a Kodalux processing plant, you may still encounter delays with Bulk Mail because mailers aren't always processed at the plant where they are first received (more on that later). A real life experience: Contributor George Kallimanis is retired and uses mailers for the conve-

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nience, though he lives only 15 minutes from Kodalux in Fairlawn, New Jersey. After shooting slides of NYS&W 142's May trips in the area, he dropped a few rolls in the mail on June 3. He began receiving them on June 20, and the processing date on the packages was June 9. This may be an isolated case, but the rolls all arrived individually on consecutive days. (Our film of the same trips was turned in to the camera shop in Newton and returned processed from Fairlawn the next day.)

I remember trying mailers many years ago but couldn't get into the habit of buying them and stamps for the road, and I hated worrying while traveling about that hot mailbox in rural Georgia or someplace. Next-day Kodak processing of Kodachrome was available at hometown Dover Photo, and I was given significant discounts for being a regular customer.

Well-known photographers Dave Busse from southern California and Don Jilson from upstate New York have their own way to avoid the "many-rolls-in-the-mail" anxiety. They accumulate at least six rolls of film, the point at which the current 52-cents-per-roll postage adds up to the cost of UPS or second day shipping from the Post Office, and they send the rolls together requesting they be returned UPS, together. Kodalux has been returning them as requested. Dave Busse prefers to deal solely with Kodalux in Findlay, Ohio, though he received his latest film from Rockville, Maryland.

One Kodalux representative suggested taking mailers to a camera store as a way to get the discounts and not have the postal delays. I called a handful of local camera shops, and none of them minded customers getting their mailers processed through their store, provided the mailer was purchased there. Two of them said they have a service charge of 75 cents or a dollar on mailers not purchased there since it takes time to do the paperwork.

I know this isn't possible or convenient for everyone, but I would strongly recommend not using mailers and try working with a hometown camera store. They are usually family owned, and once you become a steady customer, a happy relationship usually follows. Discounts on processing can happen, and if there is a problem with Kodalux, you have a genuine human being on your side working to keep your business.

A few months after Kodalux first occupied Fairlawn, Boyd, Kelly and I noticed a green trapezoid in the upper left hand corner of the third frame of roughly a dozen rolls of film. Since three cameras were involved, the problem obviously wasn't us. Rich Murray at Michael Photo in downtown Newton called Fairlawn and fought for us. After initially denying the problem, Kodalux contacted the store a few days later saying that a screw had fallen out of a hinge on an access door in the processor. The tiny light leak hit the third frame of each roll of film as the line was stopped for the next roll to be stapled in place. They thanked us for pointing out the problem, offered tours of the plant and sent replacement rolls of film. The "old" Kodak would have done the same thing.

Where is Kodachrome processed?

Kodalux mailers tell you to address the package for the nearest processing plant, but not all Qualex plants process Kodachrome, and mailers are returned to the customer from the plant that actually processes the film. There are five Kodalux labs across the country and two Qualex labs in California: Honolulu 808/531-6565; Long Beach, Cal., 310/408-0435; Mantica, Cal., 209/239-8631; Dallas, Tex., 800/345-6971; Findlay, Ohio, 800/345-6975; Rockville, Md., 800/345-6974 and Fairlawn, N.J., 800/345-6973. I contacted each plant with the following results:

All I could get on the phone from Honolulu was a recorded message which offered no outgoing information.

Long Beach and Mantica were the result of the Palo Alto plant closing roughly a year ago. Both are Qualex labs only, and they send all of their Kodachrome and any mailers to Dallas for processing. Both California plants quote five-to-seven working days turnaround on Kodachrome.

Dallas does its own Kodachrome, and that

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of the California plants, but sends bulk orders (six or more rolls from an individual) and its mailers to Fairlawn for processing. Dallas quotes "as quick as possible" turnaround, usually a day or two, and Dallas is the only Kodalux lab still processing Kodachrome movie film.

Findlay processes their own Kodachrome, quotes a 24- to 48-hour turnaround, but they send their mailers to Rockville.

Rockville processes their own Kodachrome and mailers, plus mailers from Findlay, and they quote overnight and second day turnaround.

Fairlawn appears to be the highest volume Kodalux lab. They quote one-to-two days turnaround, and they offer expedited service — if you drive to their plant by 11:30 a.m. your Kodachrome will be ready at 3:30 p.m. the same day. Fairlawn handles all of their own stores, walk-up and mailers, plus the mailers and overflow from Dallas, and they have handled the overflow from other Kodalux plants in the past.

Considering a worst-case scenario from the above, if someone sent a mailer with unprocessed film to Palo Alto, it would be forwarded by the Post Office to either Mantica or Long Beach which overnight expresses it to Dallas, which overnight expresses it to Fairlawn, which routinely processes and mails it back via Bulk Mail. Allowing a day for each step and Bulk Mail, that's 14-21 days. And don't forget George Kallimanis' experience with everything taking place right here in north Jersey!

If you still wish to use mailers, keep in mind that more damage from heat and weather can be done to film before it is processed than after, so try to avoid that hot Georgia mailbox over a long holiday weekend. Consider sending mailers to Rockville or Fairlawn and maybe some version of Dave Busse's or Don Jilson's six-rolls-at-a-time method. Each Kodalux plant has people on duty during business hours to answer questions. With toll free numbers at the Kodalux plants, don't be afraid to call and satisfy your curiosity, or even to complain.

The best solution, of course, is to deal with a camera shop on a Kodalux delivery route. Our local shop (since Bruce Kelly married the owner's daughter, Michael Photo closed down, and we now use the new "Photographs" store a couple of doors away) can usually get us overnight service from Fairlawn and guaranteed two-day service. While there have been incidents of "Koda-scratches" in the past, recent experience with Fairlawn has

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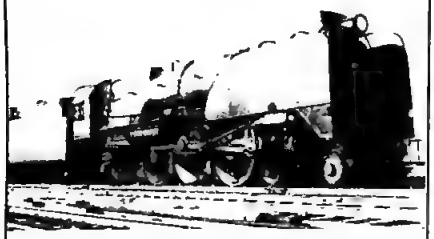

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RAILROAD AVENUE ENTERPRISES

been excellent, and all of the staff photos you see in the magazine are from Fairlawn processing.

What happened to Palo Alto?

The closing of Palo Alto probably caused the largest dissatisfied reaction to Kodalux in the country, as that facility handled nearly the entire West Coast and Northwest. While Kodalux controlled Palo Alto, we heard several complaints about quality (scratches, light streaks and wet chemicals still on the film). When it closed, California camera stores couldn't turn film around in less then a week, and that caused hardships to many, especially railfans trying to contribute hot news photos to magazines.

A few contributors told us they understood that Palo Alto closed due to Environmental Protection Agency pressure in California about the waste products of Kodachrome processing. This concerned us, because if California had a problem with Kodachrome, the rest of the country wouldn't be far behind.

No one at Kodak or Qualex/Kodalux said they had heard of an EPA problem at Palo Alto, and that they were pretty sure that couldn't be the case. Qualex' reason for closing Palo Alto was that Kodak owned the building and wanted it for their own use. Qualex opened facilities in Long Beach and Mantica, California., to replace Palo Alto. It is interesting to note, however, that the two plants that replaced Palo Alto don't process Kodachrome.

A few enterprising camera stores in southern California have found alternatives to Kodalux. Elrond Lawrence says his camera store has worked out a daily arrangement for pick-up and delivery with A&I Labs in Hollywood, a licensed Kodachrome processor. We will try to locate and list other Kodachrome labs in a future issue.

Gray market film

Another change at Kodalux effective June 1, 1992, is that they will no longer process free of charge "gray market" Kodachrome with pre-paid processing. "Gray" goods are another method of saving money on film (and batteries). They are products that are manufactured, usually overseas, for intended consumption overseas. Hence, the packages are usually printed entirely in a foreign language. Kodak still offers film with processing overseas — it only sold its North American processing interests — and Kodak still has processing plants overseas. Importers know that as U.S. currency fluctuates in the world market, extra profit can be made by purchasing film manufactured elsewhere based on the weaker currency. Occasionally, film can be manufactured here for overseas resale, and after being shipped it can be purchased by an importer who sells it back to people in this country without paying any duty on the shipment. In either case, gray goods are generally bought after they have been sitting in shipping containers, warehouses or truck trailers, in all kinds of weather, and then have to be shipped to the final distributor. Trans-oceanic freight voyages take several weeks, and even though the expiration date is many months off, only a few weeks with the sun beating on a shipping container can take months off the expiration date. And there's generally now way to tell how film was stored and shipped by the packaging.

Gray film that is purchased with processing has red ends on the actual canister for easy identification and a "P" after the film type on the outside of the box. We understand that the reason Kodalux will no long process gray film free is because Kodak will no longer reimburse them for the processing. That makes sense.

Some of the greatest errors in judgement in our hobby have been made in the name of saving money. Ansco-chrome of the 1950s comes to mind — everyone who shot it is now looking at rosy mono-chrome images that are almost beyond any recall. By shooting Kodachrome you obviously care about correct color and good quality — and you would like to see those true hues last. Granted, with the recent advances in archival electronics today's images may have to last only long enough to be scanned onto a disc in a couple of decades. But why take chances with gray film? And hopefully some of this information will help you make decisions when using mailers.

NEW RELEASES FROM TRACKSIDE VIDEO

NEW GEORGIA . . ON MY MIND If you have ridden or plan to ride the New Georgia Railroad this tape is a must! Coverage includes ex-Southern FP-7's in Southern pain from Thomaston to Atlanta via the ex-Central of Georgia. Followed by the Savannah & Atlanta 750 from Macon to Atlanta. Coverage continues with rare footage of a 1990 Whistle Stop Excursion to Augusta headed up by ex-Southern E-8 6901. Next the Atlanta & West Point 290 has the honors as she heads her train to Stone Mountain with the FP-7's on the point for the return to Atlanta. We bring the action to a close with the 290 as she steams her train around the Atlanta Loop. Over 60 minutes of New Georgia action

NEW GEORGIA . . ON MY MIND NON NARRATED SPECIAL EDITION
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DIESEL DIARIES . . VOL. 4 In this edition of Diesel Diaries we'll go searching for F Units. We start you off at the North Carolina Transportation Museum in Spencer with Southern 6133. From here we'll head southwest to spend a couple days on the Louisiana & North West . Here two ex-SP F's survived into the 1980's hauling freight on this short line. After the L&NW we head to Brunswick Georgia to catch up with the CSX F's 118 and 117 These ex-Clinchfield units spend a lazy day in push pull service at the Brunswick Seafood Festival. We bring Volume 4 to a close on the Wyoming Colorado with the leased Mountain Diesel F's 1510 and 1512 on a run from Laramie to Walden. If you love F's you wont want to miss this hour long action packed tape.

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BY BRUCE KELLY

What's New?

In 1983, Pacific Fast Mail published *A Northwest Rail Pictorial*, bearing black & white photos from the Warren Wing collection, most taken by James Turner in the decades before diesels. Now, PFM has released *A Northwest Rail Pictorial II*, a 192-page, 8½"×11" hardcover featuring more black & white imagery, plus a handful of color shots, taken by various photographers in the Pacific Northwest, primarily during the steam-to-diesel transition years. Among the nicer scenes are Great Northern GP9s emerging from Cascade Tunnel, SP&S Alco roadswitchers in the Columbia Gorge, Spokane International steam in Idaho crossing the timber trestle at Sandpoint and the wooden Howe truss bridge at Bonners Ferry, an NP 2-8-2 working logs on the Camas Prairie, early steam and diesel action on the Cowlitz, Chehalis & Cascade and other logging roads and a steeple cab electric freight motor, hopper-bottom boxcar and caboose on GN subsidiary Spokane, Coeur d'Alene & Palouse. A couple town names were botched in the captions (Sandpoint and Eastport are both written as two words, and Yahk, B.C., is confused with Yakt, Montana.), but not enough to detract from the visual content. It sells for $39.50 plus $3.95 shipping (Wa. res. add 8.1% tax) from Pacific Fast Mail, P.O. Box 57, Edmonds, WA 98020.

Conrail Motive Power Review Volume 1 by Gordon Lloyd, Jr., and Louis Marre is a 136-page 8½"×11" roster pictorial that begins with a look at the initial management and numbering of locomotives following the Conrail merger, followed by a section containing black & white photos of random units which represent each model. Helping to make up for the sometimes muddy or flat halftones are the long, informative captions. Eight pages of color show the true hues of post-merger units like the Reading GP35 and Lehigh Valley U23Bs wearing slapped-on CR markings, plus a B23-7 and SD35 in proper Conrail blue helping coal over the Alleghenies. The final 14 pages list units by the revised number scheme from RS11 1000 to RS3 5593 with previous numbers, builder's number and date. The remainder of the roster will be listed in Volume 2. It sells as a hardcover for $44.95 plus $4.00 shipping or softcover for $29.95 plus $4.00 shipping (Canadian orders add $5.00 shipping; other foreign orders add $10.00 shipping; Cal. res. add 8.25% tax; Minn. res. add 6.5% tax) from Pentrex, P.O. Box 94911, Pasadena, CA 91109.

John Henderson presents a diverse selection of his classic color photography in *Four Great Divisions*, which focuses on NP's Rocky Mountain Division, NYC's Hudson Division and EL's New York and Scranton Divisions, with at least one brief foray onto a division beyond the titled territory. The horizontal format of this 112-page 8½"×11" all-color softcover allows for some full-page pictures, though most of the layouts run two or three pictures per page. The NYC section takes us beneath Grand Central Terminal where the *20th Century Limited* awaits, and up along the Hudson River where E8s glide through tunnels on the Water Level Route. Highlights of the EL section include a spread on the Hoboken ferries, an Erie RS2 with Stillwell coaches at Passaic Station at night and m.u.'s on the DL&W commuter lines. Henderson visited the NP in Montana just after the BN merger, recording colorful lashups like a trio of U-Boats each in respective NP, Burlington and GN paint. At the rugged west portal of Homestake Tunnel, the *North Coast Limited* emerges behind A-B-B-A Fs, two still in proper NP livery and two in brand new BN paint. Nicely printed throughout, it sells for $36.95 plus $3.00 shipping (N.Y. res. add 8.25% tax) from H&M Productions, 193-07 45th Avenue, Flushing, NY 11358.

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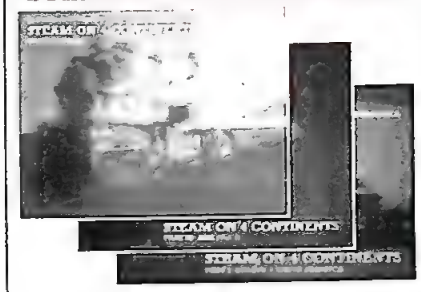

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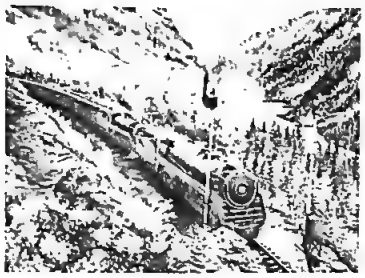

CPR Steam Painting

New from Canadian artist David Stein is *In the Kicking Horse Pass*, a gorgeous 21"×23¼" color lithograph printed on a 24"×29¼" sheet of 90 lb. acid-free gallery 100 Riese paper. In the regal, epic style of commissioned railroad paintings from decades ago, it elicits all the grit and glory of a Canadian Pacific 2-10-4 helping a Royal Hudson 4-6-4 to pull the eastbound *Dominion* up Kicking Horse Pass above the Upper Spiral Tunnel.

The detailing and proportion of the lead engine, and of the pair of semaphore signals it's about to pass through, are done with almost photographic exactness, and for good reason. Stein's painting is patterned after a black & white photo taken by famed CPR photographer Nick Morant. Staying true to the original, Stein chose not to omit the rock outcropping which partially obscures the 2-10-4's pilot, nor did he attempt to more properly center the front of the engine between the semaphores (doing so would have placed the driving wheels and rods behind the eastward signal's mast). He did, however, eliminate some of the rock wall at the left to show us more of the train than is visible in the Morant photo. Stein also swapped road engines, replacing Morant's real-life 2-10-2 with a Royal Hudson.

This is the kind of painting that deserves space on the wall of the CP Rail corporate offices, and on the wall of any serious CP fan. *In the Kicking Horse Pass* comes with a Certificate of Authenticity, also printed on acid-free paper, which carries a description of the painting and the signatures of its artist and producers. It sells as a limited edition of 150 signed prints for $120.00 ($149.95 in Canadian funds plus applicable tax for Canadian residents) plus $15.00 shipping from J.F. Kennedy, 60 Sylvan Valleyway, Toronto, Ontario, M5M 4M3.

Trackside Prints

Three new color art reproductions are offered by Trackside Prints and Hobbies. "The *Chief*" is a Howard Fogg painting measuring 16"×22" (image area 14"×19") showing Santa Fe 4-8-4 3776 roaring past a lonely watering station in the middle of the desert. The landscape (including the lineside pole that is strangely devoid of wires) has a soft, barren look while the engine is rendered in near-photographic sharpness and detail. In its care are silver streamlined cars plus one green heavyweight. This painting was originally comissioned by the late Don Ball, and that green baggage car was his personal touch. "The Santa Fe could never get a perfect stainless train together in those days," he said. "They always had to screw it up with at least one old heavyweight in the consist somewhere." He had Fogg add that green baggage to the otherwise completed painting.

The work of Gil Bennett is presented in two 18"×24" prints (image area 16"×22") depicting classic Western diesels in action. In "Union Pacific 8500 H.P. Turbine," GE "Big Blow" Turbine 18 leads freight through the Wasatch Mountains of Utah. The base of the mountain range is wrapped in velvet green foliage while the rocky peaks have all but lost their snow cover. Bennett's "Southern Pacific *Overland Limited*" finds black widow Fs smoking their way up to Donner Pass with a passenger consist whose colorful mix of SP and UP cars matches the subtle fall foliage of the surrounding scenery.

The three artwork prints are priced at $20.00 each (or $30.00 each for signed editions) plus $3.00 shipping (Tex. res. add 8% tax) from Trackside Prints and Hobbies, Box 310898, New Braunfels, TX 78131-0898.

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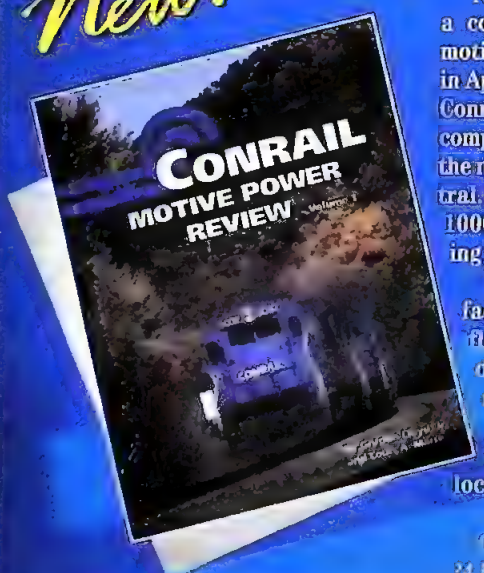

New from Interurban Press. This is a comprehensive study of Conrail's motive power from the very beginning in April, 1976, when Congress created Conrail from 16 eastern U.S. railroad companies - the largest of which was the notorious and bankrupt Penn Central. Volume 1 covers locomotives from 1000 to 5593 (in the revised numbering scheme).

The many challenges Conrail faced in standardizing this diverse fleet are recounted in fascinating detail: the long saga of retirements and rebuilds and the eventual heralding of that long-awaited day when the first new locomotives were ordered.

This book is a must for all fans of Conrail and diesels in general. 136 pages, with comprehensive rosters, 241 black-and-white photos depicting every type of Conrail locomotive, and a special color photo section featuring many of the unusual Conrail color schemes, all printed on acid-free paper in durable smythe-sewn hardbound or softbound editions.

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Pentrex captures the excitement as these heavy trains move out of the Basin. Helper engines are required to get the loaded trains over White Tail Hill and the north end of the Basin. We'll climb aboard a set of helpers as they give a 14,000-ton train a shove up the mountain.

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youngster's enormous collection of Superhero trading cards could easily be translated into a railroad theme. Instead of The Hulk, Super Woman and Magneto Man with all their statistics of strength, secret powers and weaponry, why not famous F7s, 4-8-4s and Dash 8-40CWs with stats on horsepower, tractive effort and so on? With support and endorsement from the publishers of the *Canadian Trackside Guide* and *Canadian Railway Modeller* Magazine, North Kildonan Publications has released its "Railfan Canada 1992 Roster Series Collector Cards." The complete set of 76 2½"×3½" cards covers noteworthy Canadian steam and diesel locomotives with mention on the back of their model, horsepower, top speed, date and location built, number of units built and remaining, engine type, wheel arrangement and other special features.

On the front are nicely-printed three-quarter views of the locomotive in color. Many of the locomotives depicted are workaday models like a CN SD40, CP Rail M636, Go Transit F59PH and BC Rail SD40-2s in both the two-tone green and red, white & blue schemes. There are also such oddities as Winnipeg Hydro Davenport diesel No.4, Prairie Dog Central's Scottish-built 4-4-0 No.3, the Diet Pepsi F40PH-2 that toured Canada in 1990, Devco Railway Model 40 No.20 and Essex Terminal C420 106.

These cards are produced in a horizontal format, making them different from the standard "baseball card" vertical format used in most sports and comic book trading cards. You can build your Railfan Canada card collection by getting a few cards at a time from participating hobby shops, or by ordering the entire set for $19.95 plus $4.00 shipping from North Kildonan Publications, Box 28006, 1453 Henderson Highway, Winnipeg, Mani-

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Traction Publications **by Joe L. Diaz**

LAST OF THE RED CARS — The Long Beach Rail Line Then and Now, A Pictorial Reminiscence by Jim Walker is a photographic story about a major Los Angeles Pacific Electric interurban line, its slow death over 30 years ago and the modern light rail operation that has recently come on the scene heralding a new era in southern California. This fascinating 48-page 8½"×11" softbound book is printed on coated paper with excellent photographic reproduction. With 85 black & white and 28 color photos, the story is largely unfolded in the photographs and their descriptive captions. There is only a modest amount of editorial art.

The birth and very successful operation of modern electric rail transit in automobile-mad southern California will fascinate the reader. Many were sure it would eventually happen, but waiting 30 years for public transit sanity to evolve can be a long time! The new Blue Line to Long Beach is successful beyond all official projections. The reader is treated to an excellent view of what the PE operation was like in its declining years. The new Blue Line is well illustrated and will be encouraging to all interested, as well as those only casually concerned. There is a full-page panoramic route map of the line with a detailed insert of the downtown Los Angeles route circa 1958. Additionally, there is a vertical half-page diagram of the new line. Included is a brief look at a timetable in the line's final days.

Unfortunately, a motor bus scene was chosen for the color cover. Nevertheless, this is a book we certainly enjoyed and recommend to all traction fans. Available for $15.95 plus $4.00 shipping (Cal. res. add tax) from Pentrex, P.O. Box 94911, Pasadena, CA 91109.

Book Reviews

Indiana Railroad — The Magic Interurban, by George K. Bradley, published by Central Electric Railfans' Association, P.O. Box 503, Chicago, IL 60690; 224 8½"×11" pages, hardcover; $55.00 postpaid (Ill. res. add $4.40 tax).

The Indiana Railroad, to most people with a railway interest, is symbolized by one of the famous lightweight cars with a headsign for Fort Wayne or Indianapolis. Flashing across the Hoosier landscape in the 1930s, the cars and the Indiana Railroad were a hopeful sign that, for a while at least, the great American interurban era was not over.

With several very notable exceptions, the Indiana Railroad was the last hurrah of the interurbans. George K. Bradley has captured the story and the spirit behind the Indiana Railroad superbly in his new book. The reader should approach *The Indiana Railroad* in the same way as one draws near a fine banquet — a banquet of information, that is. The book is not a paste-'em-up picture story, although it is very well illustrated. Instead, it's an extensive and complete text

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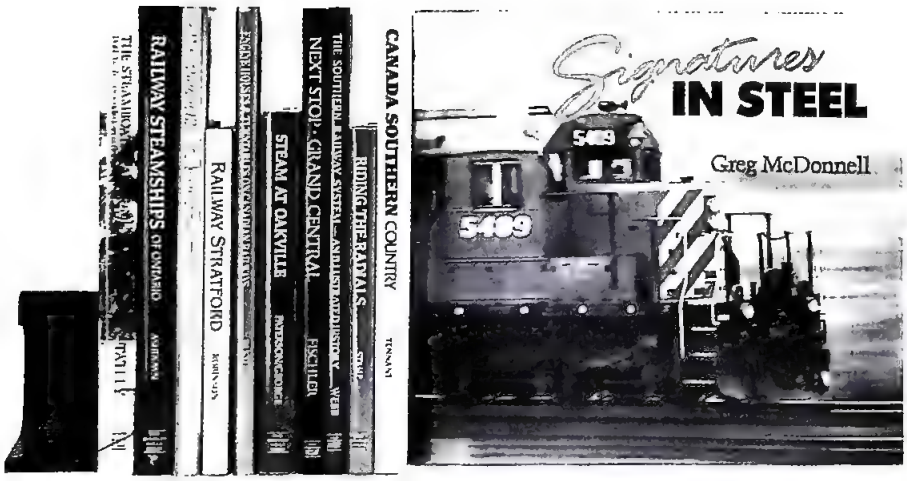

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giving the whole operational, financial and, yes, political story of the Indiana Railroad. It's also a human story of the Insulls, father Samuel and son Samuel, Jr., and the many other talented and skilled people, from top executives to motormen and conductors, who guided the Indiana Railroad during its relatively short life.

It is important to realize that to understand the Indiana Railroad, one must understand the complexity of initial organization of the Indiana Railroad from component parts of other systems such as the Terre Haute, Indianapolis & Eastern; the Public Service Company of Indiana; Indiana Service Company and the Interstate Public Service. The story begins with much behind-the-scenes activity, and then, finally, Indiana Railroad surfaces as a corporation on July 14, 1930. It would operate only until 1941 and ceased to be a railroad in 1943; certainly not a long history but a very interesting one. George Bradley traces the Indiana Railroad through even into its motorbus operations after the railroad portion was abandoned.

A key factor that is often not well understood is the receivership that, in the able hands and mind of Bowman Elder, kept the Indiana Railroad in business much longer than one would have thought possible in the dismal days of the Great Depression and in the face of subsidized automobile competition. And then there is the well-told story of the magnificent lightweight interurban cars that became the trademark of the Indiana Railroad.

The book is very well illustrated and contains a small number of color photographs as well as a map in color that helps to explain the complexity of the underlying companies. The book includes interesting histories of the individual cities in which Indiana Railroad operated local trolley service. Also covered are a few freight remnants that operated after the Indiana Railroad ceased rail passenger operations. Employee timetables and other such valuable and informative memorabilia are included in appendices. There is a capsule roster of equipment. The book promises that there will be subsequent volumes to give detailed coverage of the very extensive roster of equipment that the Indiana Railroad operated both in its rail and bus divisions. Track maps and other details are also expected in a future volume.

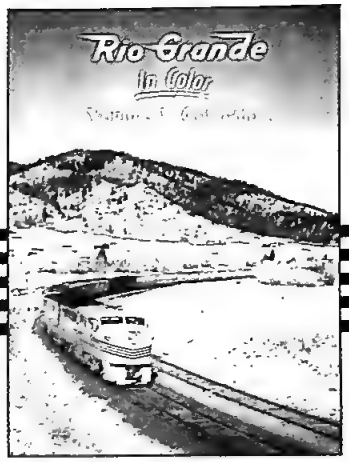
Here is value for money and an interesting and exciting story, well-illustrated, handsomely published and fitted out with an appropriate traction orange cover — GEORGE SMERK.

Videos

BY MIKE DEL VECCHIO

New Arrivals

The morbid and the curious should get a thrill out of **"Train Wrecks, Crashes & Disasters, Volume 1,"** produced by Landmark Productions, distributed by Video Rails, P.O. Box 80001, San Diego, CA 92138. Made up of newsreel footage from the early 1930s through 1955, this program looks at a dozen spectacular wrecks from around the country. The footage was shot entirely in black & white, and the narration is from



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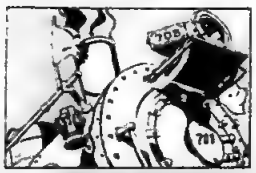

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today's perspective. Each wreck is preceded by a screen containing pertinent information, and some of these major derailments are quite well known, like the New York Central's Hudson-powered *Lake Shore Limited* which overturned due to excessive speed on "death curve" in Little Falls, N.Y., or the streamlined disaster when the *City of Los Angeles* rear-ended the *City of San Francisco* near Wyuta, Wyoming, on the UP. An unexpected sight was that of B&O E7 57 standing vertical in the water after hauling a train through a derail protecting the Indiana Harbor drawbridge near Chicago. And not all wrecks involved casualties — the show opens with a staged wreck by a 1930s promoter who bought two locomotives about to be scrapped, sold tickets and ran them head-on in front of an audience. Try that at an NRHS Convention! Except for the staged wreck, the views show mostly mangled equipment where it came to rest with occasional wreck trains and hooks during salvage efforts. This program is well done and the casualties are respectfully handled, though, there is a warning for the weak-of-heart at the beginning of the tape. 45 minutes, $29.95 plus $3.95 shipping (Calif. res. add 7.75% sales tax).

During 1950s Union Pacific produced a color film highlighting their fleet of "World's Largest" 4-8-8-4 Big Boy steam locomotives. Titled "Last of the Giants," this award-winning film featured some of the finest steam-era color footage ever shot. Recently, the Union Pacific Railroad donated the film to the UP Historical Society which is cooperatively offering **"Last of the Giants"** on video with Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333. After many scenes of Big Boys and Challengers on Sherman Hill in Wyoming, the program outlines the progress of steam development on the UP, and cute cartoon illustrations explain steam locomotive basics and why Frenchman Anatole Mallet designed the articulated locomotive. While discussing steam development, 2-8-0s, 2-10-2s and 4-12-2s are shown, the latter even slipping while starting a train, and there is a brief snippet of 1890-built 4-6-0 1243 under her own power (today, hundred-year-old 1243 is carted around on a flatcar to public events). Shot by a production company on professional movie film, the footage includes many scenes of big UP steam with mammoth plumes under clear blue skies, varied angles and perspectives, shop footage showing maintenance and heavy repairs on big steam, and more. The narration is in 1950s newsreel style. This is one of the true classics of railroad cinema. 25 minutes, $19.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

Great vintage film footage is available on two programs from A&R Productions, P.O. Box 492, Kensington, CT 06037; 203/828-8312. First, **"Whistler's Western — The Boston & Albany Railroad"** tours the B&A from Boston west to Albany, N.Y., in chronological order from the 1930s to present-day Conrail and Amtrak. Super black & white with a little color footage from the 1930s make up the steam portion of this program featuring B&A Pacifics, Hudsons and Berkshires powering all kinds of freight and passenger trains. Significant black & white footage includes the 1938 inaugural run of the *New England States Limited* with J2 Hudson 608, and the steam powered Wendell Willkie campaign train. There are rare and now-changed scenes in downtown Boston, and the footage across Massachusetts is primarily lineside. The diesel coverage is in color offering fine views of the "lightning stripe" and the later "black" era. Rarities include a matched three-unit consist of Alco DL721/RS32s on a freight and *"Beeliner"* Budd RDCs. Penn Central's lovely color-era (not!) is well represented and easily outdone during early Conrail when groups of Erie Lackawanna U36Cs roamed the B&A. This program shows that even then the B&A appeared to be a bastion of solid GE locomotive consists. State Line Tunnels aren't shown until the Conrail era. Overall the tape is well done with well-paced editing and professional narration. The footage throughout is primarily lineside, the camera work is clean and mostly tripod mounted during the steam era (some diesel-era footage is obviously hand-held), and there is Conrail-era cab footage. Maps are presented throughout the steam-era to orient the viewer. There is lots to enjoy here, and such a well-executed look at the 1930s is worth the price of admission alone. I got a big kick out of the brief view of the B&A Pacific (and later a PC U25B) working the Ware River branch in Palmer, which is today operated by the Mass Central short line. The sound is live during the contemporary video, and both live and synchronized during the steam era. 58 minutes, $29.95 plus $3.00 for UPS delivery (street address only).

A second vintage film release from A&R productions is **"Steam Shortlines — Southern Style,"** which looks at four holdouts of steam during the early 1960s: the Virginia Blue Ridge, Buffalo Creek & Gauley, East Tennessee & Western North Carolina and the early days of the Cass Sce-

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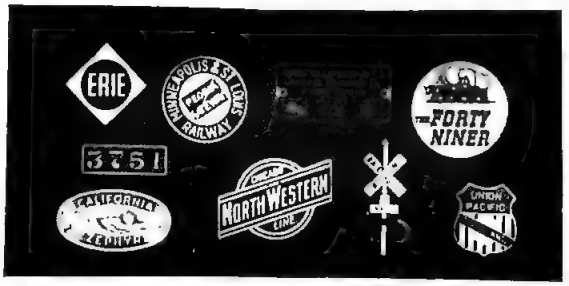

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Lima Berkshires 765 and 1225 side-by-side east of Huntington,W.Va. Aug. 9, 1991 Photo: Ron Durham

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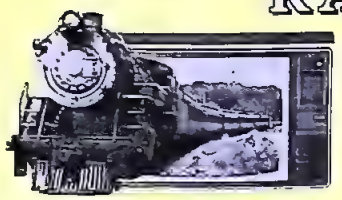

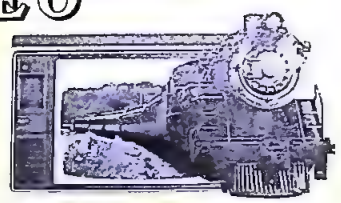

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PART 2-Atco, N.J. to 30th Street Sta. Phila. + run-bys. Color, Sound, One Hour Each 33.45

"PATCO's Lindenwold Line" This program will take you for a head-end ride on the PATCO high speed line from 15th to 16th Street Station, Philadelphia, over the Ben Franklin Bridge to Camden and on to Lindenwold, NJ. You'll then take a short head-end ride on the former PRR Schuylkill Valley line (now operated by SEPTA) from Cynwyd to 30th Street Station, upper level
Color, Sound, One Hour $33.45

"The Montclair Line & Hoboken Festival 1990" A head-end ride over the former Lackawanna Railroad from Montclair to Hoboken, New Jersey. Also includes highlights of Hoboken Festival 1990, the largest transportation display in the East, sponsored by New Jersey Transit.
Color, Sound, One Hour $33.45

"The Gladstone Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Gladstone, New Jersey, in the cab of NJ Transit G.E. MU.
Color, Sound, One Hour, Thirty Minutes 39.95

"The Dover Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Dover, New Jersey, in the cab of NJ Transit G.E. MU. Color, Sound, One Hour, Thirty Minutes 39.95

"The Bergen County Line" A head-end ride over the former Erie Railroad (via the Bergen County Line) from Hoboken, New Jersey to Suffern, New York, in the cab of NJ Transit GP40PH diesel. Color, Sound, One Hour 33.45

"The Erie Main Line" A head-end ride over the former Erie Railroad (via the Main Line) from Hoboken, New Jersey to Suffern, New York, in the cab of NJ Transit GP40PH diesel.
Color, Sound, One Hour 33.45

"The Pascack Valley Line" A head-end ride over the former Erie Railroad from Hoboken, New Jersey, to Spring Valley, New York, in the cab of NJ Transit U34CH diesel.
Color, Sound, One Hour 33.45

"The Port Jervis Line" A head-end ride over the former Erie Railroad from Suffern to Port Jervis, New York, in the cab of a Metro North RDC train.
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Part 2 - Color, Sound, One Hour 33.45

"The Boonton Line" A head-end ride in the cab of a NJ Transit U-34CH diesel engine from Hoboken to Netcong via the Boonton Line. Color, Sound, One Hour, Thirty Minutes 39.95

"SEPTA's West Trenton Line" This program will take you for a head-end ride in the cab of a GE MU train over the former Reading Company West Trenton line from Wayne Jct. (just outside Philadelphia) to West Trenton, NJ. Color, Sound, One Hour $33.45

"SEPTA's Norristown Line" This program will take you for a head-end ride in the cab of a GE MU train from 30th Street Station (former PRR) and through the new tunnel onto the former Reading line to Elm Street Station, Norristown, Pennsylvania. Color, Sound, One Hour $33.45

"The Media Line" A head-end ride in the cab of a SEPTA MU train over the former PRR media line from Elwyn to Suburban Station and on to Wayne Junction over the former Reading Railroad. Color, Sound, One Hour $33.45

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"Philadelphia Trolleys" A head-end ride on SEPTA's Media and Sharon Hill lines operating out of the 69th Street Terminal, plus run-bys. Full Color, Sound, One Hour 33.45

TRACKSIDE ACTION VIDEOS

"PRR E-8 Diesels In Action" A head-end ride from Temple to Hamburg, PA and return mixed with many run-bys featuring two PRR E-8 diesels restored by and operating on the Blue Mountain and Reading Railroad. Color, Sound, One Hour ..33.45

"PRR Mainline Steam" Double headed PRR power trackside action from Strasburg, PA to 30th Street Sta. Phila. and return. Color, Sound, One Hour 33.45

"PRR Double Headed Steam" Same train as above from Strasburg, PA to the Rockville Bridge and return. Trackside action. One Hour 33.45

"Strasburg Steam" Live steam action on the oldest operating steam railroad in the country. Features run-bys/cab ride.
Color, Sound, One Hour 33.45

"The Northeast Corridor Part I" Trackside action from Amtrak's Sunnyside Yard, Queens, N.Y. to Newark, N.J. featuring Amtrak, Long Island, N.J. Transit and PATH trains, towers, stations, tunnels and bridges. One Hour 33.45

"The Northeast Corridor Part II" Trackside action of Amtrak's N.E. corridor between "Hunter" tower at Newark, N.J. to "Union" Tower at Rahway, N.J. featuring trains of Amtrak, N.J. Transit, and Conrail as well as towers, bridges, tunnels, and stations.
Color, Sound, One Hour 33.45

"Northeast Corridor, Part III" Passenger and Freight trackside action from Colonia to Trenton, New Jersey.
Color, Sound, One Hour 33.45

"Amtrak's Harrisburg Line" Trackside action on the former PRR (now operated by Amtrak) between Harrisburg and 30th Street Station, Philadelphia, PA featuring trains of Amtrak, SEPTA and Conrail with a variety of equipment.
Color, Sound, One Hour 33.45

"Burlington Northern E-8 Diesels" Trackside action of BN E-8 diesels in passenger service on Chicago commuter lines and Chicago Union Station at rush hour. Color, Sound, One Hour. 33.45

"Tracking The Big Apple" Trackside action of New York City elevated lines, Metro-North at 125th St. Station, and the Long Island Rail Road. Color, Sound, One Hour 33.45

"The Hudson River Lines" Trackside action on the former New York Central (now operated by Metro-North) featuring a variety of Metro-North equipment, Amtrak Turbo and FL-9, and Conrail freights. Color, Sound, One Hour 33.45

"Conrail Fast Freights-The Middle Division" Trackside action of freight and passenger trains between Lewistown and Enola, PA Color, Sound, One Hour 33.45

"Conrail Fast Freight - Juniata Rails" Freight and passenger trackside action between Lewistown and Altoona, Pennsylvania.
Color, Sound, One Hour 33.45

"Conrail Fast Freights - The Lebanon Valley Line" Lots of run-by action on the former Reading Lebanon Valley Line between Harrisburg and Palmyra, Pennsylvania.
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"Conrail Fast Freights-The River Line" Trackside action of Conrail freights on the Hudson River line.
Color, Sound, One Hour 33.45

"Railroading In Canada" Variety of motive power and train consists on Canadian freight/passenger moves at midwest locations. Color, Sound, One Hour 33.45

"Trolleys Of Philadelphia" Trackside action of PCC, Kawasaki and trackless trolleys in Phila., PA. Color, Sound, One Hour 33.45

"Trolleys Of Pittsburgh" Trackside action of PCC cars in Pittsburgh from 1975 to 1980. Color, Background Music, One Hour 33.45

"Trolleys Of Boston" Trackside action of Boston trolleys in the 1970s. Color, Background Music, One Hour 33.45

VINTAGE TRACKSIDE ACTION

"PRR Power" Vintage trackside action of PRR electrics, diesel and steam. Color, Sound, One Hour 33.45

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"GG-1 Volume II" Vintage trackside action of the famous GG-1 electrics in their last years of service.
Color, Sound, One Hour 33.45

"A Look Back In Time" PRR/Reading vintage footage featuring steam with some early diesels and electrics. Includes PRSL footage. Color, B&W, Sound, One Hour 33.45

"The End Of An Era" Vintage footage of Erie, LV, CNJ, Reading, Lackawanna, D&H, Rahway Valley operating in Northern N.J. during the 40's and 50's.
B&W, Sound, One Hour 33.45

"Memories Of The Baltimore and Ohio" Vintage steam and diesel footage, plus the B&O-produced vintage movie "Meeting The Challenge" (1946). Color, B&W, Sound, One Hour 33.45

"Trolleys Of Pennsylvania" Vintage footage dating back to 1930. Featuring many of the trolley lines that operated in Pennsylvania at locations including Lancaster, Altoona, Johnstown, Greensburg, Pittsburgh, Phila., Norristown, Reading, Hershey, and Allentown.
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2. **"Clear Track Ahead"** B&W, Sound
3. **"GG-1 Head-End Highlights"** B&W, Sound
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1. **"Thundering Rails"** Produced by the AAR
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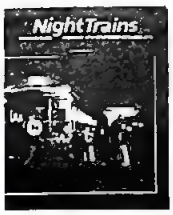

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"The Silver Streak" Action-packed 1934 production features the Burlington Zephyr, Americas's first streamlined passenger train, with lots of in-cab and run-by action.
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nic Railroad in West Virginia. This program is entirely in color, and the silent films feature a "canned" country music background with professional and informative narration. The films appear to be the work of a few photographers, and the shooting style is clean and varied. A few minutes at Cass opens the program followed by a trip to the VBR where Army 0-6-0 No.9 is hauling a heavier-than-usual train under gray skies. The program is almost dominated by more than 20 minutes of the BC&G from a couple of shooting trips. Consolidations 13 and "Old Slobberface" No.4. are shown hauling the typical heavy trains. There are views of B&O Geeps working with BC&G steam at the Dundin interchange, and there is pacing footage of the 2-8-0s along the line. The standard gauge "ET" is well documented, too, with 2-8-0 208 (Southern 722, later of fantrip fame) working this day's train. There is in-cab footage of 208 while switching the Elizabethton mill and views of the mill's fireless cooker which was operated by the ET crew. The editing is moderately paced, and the original footage appears to be mostly hand-held 8mm. Transfer to video is very good. 45 minutes, $29.95 plus $3.00 for UPS delivery (street address only).

New York Central fans should do whatever it takes to purchase **"The Century of the New York Central — The Making of a Legend, Part I,"** from Chicory Productions, 52 First Ave., Kingston, NY 12401; 914/331-2583. The show begins by telling the history of the *20th Century Limited* and winds up becoming an impressive documentary of the NYC System. Professionally produced in television-documentary style with excellent editing and narration, the programs tells of the innovations and accomplishments of the NYC and puts them in context with world events and with what rival Pennsylvania Railroad was doing. The moving pictures are among the rarest and oldest imaginable — like 1902 footage of the *Empire State Express* shot by Thomas Edison himself. There is other footage from the 1902/1904 era and of the B&A from 1929 with live audio (it isn't perfect, but it's authentic). If that isn't impressive enough, how about scenes at Schenectady during the dedication of the first Hudson, No. 5200, or color footage of UP's *City of Los Angeles* during a demonstration run in the Albany area, or the awesome color films of NYC cinematographer Fred Beach showing Dreyfuss Hudsons and clean *"Century"* consists along the Hudson River, *Empire State Express* Hudsons with their trains, early lightning striped diesels under blue skies and even a quick pacing view of a tug boat? There are interviews with NYC still photographer Ed Nowak, and with Carl Kantola, who designed the first streamlined steam locomotive, the *Commodore Vanderbilt*. There is much more. I was completely impressed by this program — it should be in every library. 52 minutes (VHS only), $29.95 plus $3.00 shipping.

Feature Reviews

"Santa Fe's Raton Route," produced by WB Video Productions, 6447 South Heritage Place West, Englewood, CO 80111; 800/448-3987, VHS or BETA, VISA, MasterCard or Discover accepted. 112 minutes, $49.95 plus $3.00 shipping.

Mouse Pass. The Conquistadors must have had a timid streak after all if one of the little beasties could provoke such a geographical name. On the border of Colorado and New Mexico, and at 7767 feet elevation, Raton Pass was the highest point on the Mountain Branch of the old Santa Fe Trail. It was the route of a toll road in 1866 and finally the route of the Atchison, Topeka & Santa Fe as it struggled westward in 1878.

A line that saw 60 trains per day in the early twentieth century, its importance as a freight route declined as heavier traffic was routed over the newer and easier grades east of Belen, New Mexico, to Amarillo, Texas, and beyond. Its shorter route is still attrac-

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tive to certain traffic, however, including Amtrak, so the line survives despite its 3.5% grades. In this program from WB Video, experience the drama of current railroading on one of the West's most famous grades.

We start our tour of the area, which stretches from Trinidad, Colo., to Las Vegas and Santa Fe, N.M., by following Amtrak through high desert and twisting canyons as speeds fluctuate from 20 to 90 m.p.h. You also see welcome sights that appear frequently in this video: functioning semaphores. Apache Canyon and scenes of Fred Harvey's Castaneda Hotel are all here. The tape then shifts to freight action: grain extras out of La Junta, yard and switching scenes with Kodachrome "SF" units and slugs, meets on the main with hand-thrown switches and more of those semaphores, high speed "Q" trains on scenic "s" curves, mid-train helpers and slow action upgrade and down in both Apache Canyon and on Raton Pass. We learn about "doubling the hill" on Raton out of Trinidad and see the debut in 1989 of FP45 Warbonnets on the head-end of a fast freight with four cars of brass on the rear. Then follows a good look at a Speno rail grinder at work and the elusive Santa Fe branch local. Images in a variety of seasons and coverage of several stations on the line round out the story. Coal trains for Arizona Power & Light are also in evidence, both on the main line and on the Colorado & Wyoming where they are loaded at the Allen Mine at Jansen, Colorado. This affords a few scenes of C&W power as they lead AT&SF locomotives in mine operations. We leave this part of the AT&SF system as we follow a coal train over Raton.

The Betacam videographer was Dave Gross. He has provided material for other WB releases, both in film and video formats. Dave's technique has improved over the years, and this tape reflects a variety of shooting styles: "calendar scene" compositions, arty framing with semaphores and stations, long-distance scenic views, low-light glint shots, tele-compression "s" curves, some human interest and the standard pans, zooms and occasional pacing. A number of times one follows the progress of a train over a route or about its switching business, thereby coveying more of a story rather than just a collection of runby sequences. One particularly nice scene starts framed on the church at Lamy, then pans slowly to Amtrak departing the station with the Santa Fe branch rails in the foreground. Locations selected for shooting generally are very good, combining a variety of angles. Sound is live, and the narration is sparse yet informative about the train numbers, operations and destinations. A state-of-the-art area map is frequently referred to so one can maintain a point of reference to the action.

This is a complete tape of more than just Raton Pass. Being all fresh material, it would be a very good primer for anyone contemplating a trip there. Completeness, however, does have the drawback of length, and at almost two hours you may need two sittings to get through it. Things also get slow at times, but that's merely the reality of 20-m.p.h. operations. Don't let that dissuade you — there is a lot of material here for the money, and many ideas for a railfan trip: photo angles, operational tidbits and a good feel for running times over the line. Makes me want to see the 3751 traverse the same grades, curves and canyons — TOM KELCEC.

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SEPT. 26, 1992 SAT. 11:00 A.M.	W. LEESPORT,PA STEAM #425	SCHULKILL HAVEN,PA "BOROUGH DAYS" "BACK TO SCHOOL SPECIAL"	$10.00/$5.00	$25.00
OCT. 11, 1992 SUN. 9:00 A.M.	W. LEESPORT,PA STEAM #425	TAMAQUE,PA "HERITAGE FESTIVAL"	$27.00/$5.00	$47.00
OCT. 17, 1992 SAT. 8:00 A.M.	W. LEESPORT,PA. STEAM #425	JIM THORPE,PA. AUTUMN LEAF SPECIAL"	$35.00/$5.00	$55.00
OCT. 25, 1992 SUN. 9:00 A.M.	W.LEESPORT,PA. STEAM #425	TREMONT/DONALDSON "FANTASTIC FOLIAGE"	$29.00/$5.00	$49.00 NO CHILD DISCOUNTS ON TOP LEVEL VISTA DOME SEATS

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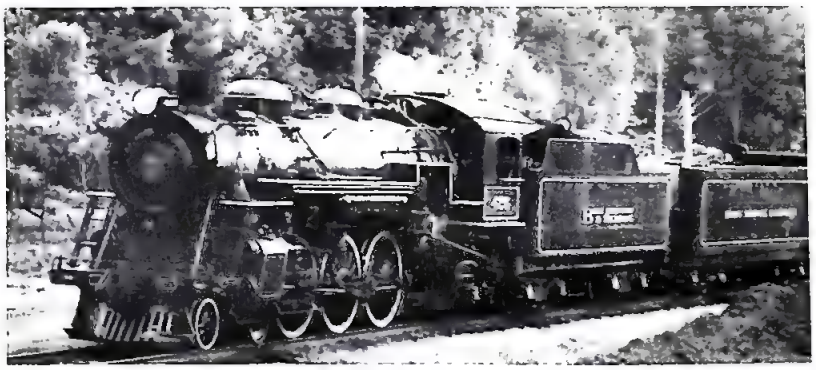

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Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1992 Excursion Season. The following listings indicate **Date,** locomotive, route and (sponsoring organization). See coded listings at the end for addresses of the sponsoring organizations and contact them for tickets, fares and specific details. Engine 611 is N&W Class J 4-8-4, and 4501 is Southern Railway 2-8-2.

August 8, 611 Erie, Pa., to Rocky River, Ohio, with diesel return (LSRH); **August 15-16,** 611 Cleveland-Bellevue-Columbus round trip each day for Ohio State Fair (MADR); **August 24,** 611 Roanoke to Radford, Va., and return for National Guard Assn. Convention, (RNRH).

September 12, 4501 Asheville, N.C., to destination to be announced (ASHV); **September 13,** 4501 Asheville to Bulls Gap, Tenn., and return (ASHV); **September 19,** 611 Cincinnati, Ohio, to Muncie, Ind., and return (CRC); **September 20,** Cincinnati to Danville, Ky., and return (CRC); **September 26-27,** 611 Lexington, Ky., to Chattanooga, Tenn., with overnight layover and return (BGRM).

October 3-4, 4501 Huntsville, Ala., to Chattanooga round trip each day (NARM); **October 10,** 611 Roanoke to Walton, Va., two round trips (RNRH); **October 11,** 611 Roanoke to Bluefield round trip (RNRH); **October 17,** 611 or 4501 Greenville, S.C., to Atlanta and return (GVN); **October 18,** 4501 Greenville to Columbia, S.C., round trip (GVN); **October 24,** 611 Charlotte to Asheville, N.C., via Salisbury round trip (PCCN); **October 25,** 611 Charlotte to Asheville via Saluda Hill round trip (PCCN); **October 31,** 611 Greensboro, N.C., to Roanoke and return (GNRH); also in **October,** trips will be run out of Chattanooga for (TVRM).

November 1, 611 Greensboro to Asheville, N.C., round trip (GNRH); **November 7,** 611 Atlanta to Toccoa, Ga., round trip (ANRH); **November 8,** 611 Atlanta to destination to be announced (ANRH); **November 14-15,** 611 Birmingham, Ala., to Chattanooga and return each day (HOD).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 333 Tucker, GA 30085; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co., 523 Merriman Ave., Asheville, NC 28804; (BGRM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (CRC) Cincinnati Railroad Club, P.O. Box 27050, Cincinnati, OH 45227; (FWRH) Ft. Wayne Railroad Historical Society, P.O. Box 11017, Ft. Wayne, IN 46855; (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (LSRR) Lake Shore Railway Historical Society, P.O. Box 571, North East, PA 16428; (NARM) North Alabama Railroad Museum, P.O. Box 4163, Huntsville, AL 35815; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220; (RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032.

CASS, WEST VIRGINIA, Saturdays through September 5. Snowshoe Mountain Resort hosts dinner trains on the Cass Scenic Railroad departing at 5pm for a roughly 4-hour trip. Shay-powered train runs to Whittaker, where barbecue dinner is served, followed by live Bluegrass entertainment. Adults $25, children under 12 $15. Phone 800/CALL-WVA or the Cass Ticket Center directly at 304/456-4300, or write: Snowshoe Mountain Resort, P.O. Box 10, Snowshoe, WV 26209.

SPRINGDALE, ARKANSAS, through Fall 1992. Arkansas & Missouri mixed trains depart at 8am on Wednesdays, Fridays and Saturdays for round trip on the scenic south end to Van Buren and Fort Smith. Ex-CNJ and Erie coaches are hauled on rear of A&M Alco-powered working freight. Wednesday trips $29.50, Friday or Saturday $34.50. Contact: Arkansas & Missouri Railroad, 107 N. Commercial Street, Springdale, AR 72764, 501/751-5763.

COLORADO RAILROAD MUSEUM (P.O. Box 10, Golden, CO 80402, 303/279-4591) will steam up narrow gauge 2-8-0 346 and operate the "Galloping Goose" railcar on the following dates. **August 1-2, September 19-20** and **December 5-6.**

"TRAINS TO THE PLANES" August 1-2. One-day chartered Amtrak trips from Chicago, Glenview and Milwaukee to Oshkosh, Wisconsin, for the Experimental Aircraft Association's Annual Fly-In Convention & Air Show. Depart Chicago 8am, arrive Oshkosh noon, depart Oshkosh 7:30pm Saturday and 7pm Sunday, arrive Chicago 11:30pm Saturday and 11pm Sunday. Coach $95, first class domes $195. Price includes admission to air show and bus shuttle. Make checks payable to UNIRAIL and mail to: Oshkosh Trip, 20th Century Railroad Club, 329 West 18th Street, Chicago, IL 60616.

WEEHAWKEN, NEW JERSEY, August 2. "Harbor Cruise '92" on luxury yacht *Spirit of New Jersey* departs 9:30am for tour of New York Harbor and the Hudson River above George Washington Bridge, paralleling Metro-North's Hudson Line and Conrail's River Line. Returns 4:30pm. Free shuttle bus from Hoboken Terminal. Food available onboard. $37.00. Send LSASE to: Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962-1217 or phone: 201/488-5429.

MILBANK, SOUTH DAKOTA, August 7-9. Trainfest 92. Ride ex-Soo Line and Milwaukee Road coaches on Sisston Milbank Railroad's "Whetstone Valley Express" to Corona with special RPO cancelation and mail service onboard. Plus slide shows, movies, displays and models. Train ride: adults $6, children $3. Model train exhibits (Saturday 10am-8pm, Sunday 10am-5pm): adults $1, children free. Reserve tickets by phoning 605/432-6656 or contact: Milbank Chamber of Commerce, 203 South Main, Milbank, SD 57252.

CLEVELAND, OHIO, August 7-9. 2nd Annual Trolleyfest at Trolleyville U.S.A. featuring operating layouts, displays, dealers, historic trolley rides, nostalgic entertainment, RTA excursion, awards, door prizes, clinics and movies. Contact: Carolyn Hassell, Trolleyfest '92, 7100 Columbia Road, Olmsted Twp., OH 44138; 216/235-4725.

UP 4-6-6-4 3985 tour to the 1992 Republican National Convention in Houston. Some of the movements listed below are *not* open to the public. Contact the sponsoring organization(s) as listed for further details.

August 7-9 freight runs Cheyenne-North Platte-Marysville, then deadhead passenger train to Kansas City; **August 11** Kansas City-Coffeyville, Kansas, $114, dome seat $50 extra, bus return $20 (UPHS); **August 12** Coffeyville, Kansas,-McAlester, Oklahoma, (CORHS); **August 13** McAlester, Oklahoma,-Fort Worth, Texas, (CORHS); **August 14** Fort Worth-Houston via Waco and Bryan (GCC); **August 15-21,** on display near Republican headquarters; **August 22** Houston-San Antonio via Valley Junction and Taylor (GCC); **August 23** San Antonio-Fort Worth via Austin and Valley Junction (GCC); **August 24-25** layover at Fort Worth; **August 27** Forth Worth-Dallas private round trips; **August 28** Fort Worth-Dallas (AOSM); **August 29** Dallas-Longview (GETTS); **August 30** Longview, Texas,-Little Rock, Arkansas, via Texarkana (GETTS).

September 1 Little Rock-Van Buren, Arkansas (LRC); **September 2** Van Buren, Arkansas,-Parsons, Kansas, (LRC); **September 4** Parsons-Kansas City (SHRHS), followed by deadhead move to Topeka; **September 4-7** Railroad Days at Topeka, excursions from $10 (TRD); **September 8** deadhead Topeka-Marysville; **September 9-10** freight runs Marysville-North Platte-Cheyenne.

For further information, send LSASE to the appropriate sponsoring organization(s): (UPHS) Union Pacific Historical Society c/o Don Snoddy, 1416 Dodge Street, Room 114, Omaha, NE 68179; (CORHS) Central Oklahoma Chapter NRHS, 1105 Garden Grove, Yukon, OK 73099; (GCC) Gulf Coast Chapter NRHS, P.O. Box 457, Houston, TX 77001; (AOSM) Age of Steam Museum, c/o Challenger Trip, P.O. Box 153259, Dallas, TX 75315; (GETTS) Great East Texas Train Society, P.O. Box 2543, Longview, TX 75606; (LRC) Little Rock Chapter NRHS.

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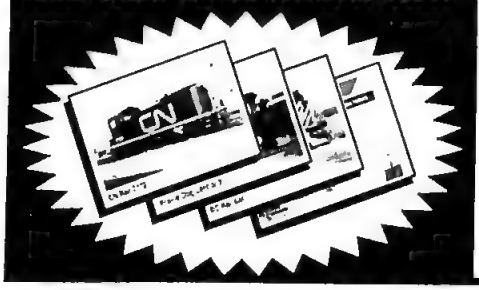

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P.O. Box 9151, No. Little Rock, AR 72119-9151; (SHRHS) Smoky Hill Railway & Historical Society, 502 S. Walnut, Belton, MO 64012; (TRD) Topeka Railroad Days Inc., 700 SW Jackson, Suite 707, Topeka, KS 66603

MONTICELLO, ILLINOIS August 15 Monticello Railway Museum special train for dedication of restored Wabash F7 1189 in conjunction with Wabash Railroad Historical Society annual meeting and MRM's Caboose Trains Weekend. Dedication train departs museum 1pm for run to downtown Monticello. Second run (open to public) departs museum 4pm. Wabash model contest in VFW building. Concessions at museum. F7 will run again with caboose train on Sunday. Contact Charles Inman, Monticello Railway Museum, P.O. Box 401, Monticello, IL 61856; 217/762-9011.

CEDAR RAPIDS, IOWA, August 15. Rock Island Technical Society Annual Meeting & Swap Meet at Sheraton Inn, 525 33rd Avenue SW (west of I-380). Slide shows, movies, modeling clinics. Members $2, non-members $3, children under 12 and spouses free. Contact: Paul Schuch, 708/232-3497 days; Steve Hile, 708/357-0813 evenings.

FLINT, MICHIGAN August 15-16. Crossroads Village & Huckleberry Railroad morning railfan special on Saturday with photo runbys featuring D&RGW 464, the only operable "Mudhen" K27 2-8-2. Plus regular hourly runs, restoration shop tours, swap meet and night photo session. On Sunday, shop tours, hourly runs and early evening railfan special with runbys. Contact: Genesee County Parks & Recreation Commission, 5045 Stanley Road, Flint, MI 48506, 313/736-7100.

WISCONSIN DELLS, WISCONSIN, August 17-21. "Study of Steam Power" one-week class taught by Tom Stockton and Larry Massey. Tuition $100. Contact: R&GN Preservation Society, Bill Koster, P.O. Box 842, Wisconsin Dells, WI 53965; 608/254-6367

DECATUR, ILLINOIS, August 22-23. Illinois Central Railroad Historical Society 13th Annual Convention & Railroadiana Show at Decatur Civic Center, Route 36 just east of Business Route 51. Railroadiana and model show & sale 11am-6pm Saturday and 10am-5pm. Banquet and evening program begin at 6:30pm Saturday. Banquet fee $15. Contact: ICHA Annual Convention Committee, P.O. Box 288, Paxton, IL 60957.

TOURS OF STEVENS AND STAMPEDE PASSES August 22-23 and September 12-13. Two-day on-site field seminars and walking tours of two legendary railroad passes east of Seattle in the Washington Cascades, sponsored in part by the U.S. National Park Service and the U.S. Forest Service. Each person should bring a flashlight, wear shoes or boots appropriate for trail and roadbed walking, and have clothing for all possible weather conditions.

August 22-23 Stevens Pass: Tour original Great Northern line including snowsheds, tunnels, horseshoe curves, mountaintop switchbacks and 2.6-mile Cascade Tunnel which predate the 7.8-mile Cascade Tunnel now used by BN. Overnight stay at Forest Service campground with porta-potty. RVs welcome, no septic hookup available. $45.

September 12-13 Stampede Pass: Tour BN's unused ex-Northern Pacific grade and 2-mile Stampede Tunnel. Overnight stay at nearby ski chalet includes slide presentation, breakfast, lunch and dinner. $65. For free catalog and information, contact: Jean Tobin, Coordinator, Pacific Northwest Field Seminars, 83 S. King Street #212, Seattle, WA 98104.

MORRISVILLE, VERMONT, August 22-23. Lamoille Valley *Vermont Limited.* Night photo session Saturday at Morrisville Yard with passenger train and 1950s Alco diesels illuminated by floodlights. Sunday excursion departs 10am for round trip to St. Johnsbury. Train fare and night photo session: adults $65, ages 2-15 $50. Members of NRHS or RRE, or groups of five or more, receive $10 discount per person. Special Photographers Package available for $15 for those who wish to chase the Sunday trip, includes ticket to night photo session and detailed maps and trip itinerary. Contact: Rail Travel Center, 9 Congress Street, St. Albans, VT 05478; 800/458-5394.

BOSTON, MASSACHUSETTS, August 23. "Day Cape Codder" special departs South Station 8:30am via Conrail and

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Remember, all entries must be in by September 1, 1992

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INDIANAPOLIS, INDIANA, September 11-13. The 9th Annual Hoosier Traction Meet, sponsored by Dr. Howard Blackburn, at the Best Western Waterfront Plaza Hotel. Comprehensive coverage of CSS&SB by speakers George Smerk, Bill Janssen, Roy Benedict, George Krambles, Bill Warrick, Walter Keevil, Ed Hedstrom, John Darling and Jerry Hanas, general manager of NICTD. Contact: Earl Clark, 2958 Westridge, Cincinnati, OH 45238; 513/661-0042.

ELGIN, JOLIET & EASTERN EXCURSIONS September 12-13. Saturday: Waukegan, Illinois, to Gary, Indiana; coach $125, first class $225. Sunday: Whiting, Indiana, to Beven, Illinois; coach $100, first class $200. Both days: coach $195, first class $375. Minimum of two photo runbys on each trip. Hosted by Mike Blaszak. Contact: Rail Challenge Ltd., Box 8222, Bartlett, IL 60103-8222.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 (313/399-7963) is sponsoring the following excursions and events:

September 12-13, Detroit and Dearborn to Marshall, Michigan, on Amtrak for Historic Homes Tour. Adults $65, children $45.

September 26 and October 3, Windsor to Toronto, Ontario, on VIA and TTC with tour guide. Adults $105, children $85.

October 9-11, Birmingham, Michigan, to Kitchener, Ontario, for Oktoberfest. $295 per person double occupancy, $335 per person single occupancy.

SCRANTON, PENNSYLVANIA, September 18-20. "Railphoto '92" weekend at the Steamtown National Historic Site, sponsored by the Steamtown Volunteers Association. Motive power will be CPR 4-6-2 2317 and CNR 2-8-2 3254, with numerous visiting diesels on display. Friday round trip steam excursion on D&H to Kingsley and night photo session. Saturday round trip to Carbondale on Lackawanna Valley with a different steam locomotive in each direction; evening banquet at Lackawanna Station Hotel. Sunday round trip steam doubleheader on D&H to Binghamton, N.Y. Saturday and Sunday trips will have photo runbys. For full details and fares, send SSAE to: Steamtown Volunteer Assn. Inc., P.O. Box 448, Chinchilla, PA 18410-0448.

PORTOLA, CALIFORNIA, September 19. 7th Annual Feather River Rail Society Railfan's Day at Portola Railroad Museum, 10am-midnight. Photograph and ride over a dozen different diesel-powered freight and passenger trains, plus swap meet, motorcar rides, multi-media shows and night photo session with recently acquired O&NW Baldwin AS-616s 3 and 4 and O&NW caboose 300. Admission $8 in advance, $10 the day of event, under 16 free, swap meet tables $10. Contact: FRRS Railfan's Day, P.O. Box 608, Portola, CA 96122; 916/832-4131.

NORTH CONWAY, NEW HAMPSHIRE, September 19. Annual "Railfan's Day" at the Conway Scenic Railroad featuring steam and diesel power on freight, mixed and passenger trains. Send SASE to: Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860; or phone: 603/356-5251.

LET'S TRAVEL TOURS, P.O. Box 2768, Riverside, CA 92516-2768 (714/787-8350), is sponsoring the following excursions:

September 20-28, Utah fall colors tour of Bryce Canyon, Zion, Grand Canyon and other scenic attractions via Amtrak and Highway 12. From $930.

LOSANGELES-TO-ALBUQUERQUE September 25-October 6. Ride ex-Santa Fe Pullman *Palm Leaf* to Albuquerque Balloon Festival and Northern New Mexico Tour. Departs Los Angeles 8:30pm September 25 and returns to L.A. approximately 8am October 6. Complete round trip package $1649 per person, double occupancy. Rail trip only, one way $795, round trip $425. Contact: Jim Gerstley, 310/452-7993 or Jerry Weisman, 310/657-7392.

EAST BROAD TOP BUS CHARTER, September 26. Delaware Valley Chapter NRHS will sponsor a charter bus departing the SEPTA Park-and-Ride lot in Yardley, Pennsylvania, (New Hope exit off I-95) at 7am for trip to East Broad Top Railroad and Rockhill Trolley Museum. Adults $27, under 12 $24.50. Send payment and SASE to: Delaware Valley Chapter c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

WHIPPANY, NEW JERSEY, September 26. Railroad Festival '92 at Whippany Railway Museum, Route 10 West & Whippany Road, 11am-4:30pm. Equipment and exhibits from Morristown & Erie, Conrail, Amtrak, NJ Transit and Susquehanna. Adults $1, children 50¢, seniors 75¢. For additional information send LSASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016.

DEARBORN, MICHIGAN, September 26-27. Railroad Days at Henry Ford Museum & Greenfield Village. Displays and demonstrations of historic and modern locomotives and cars, including 1926 CPR snowplow (page 47, May 1992 R&R). Contact: Henry Ford Museum & Greenfield Village, P.O. Box 1970, Dearborn, MI 48121-1970; 313/271-1620.

SNOW HILL, MARYLAND, September 26-27. Annual Ocean City Sunfest and Snow Hill Heritage Weekend. Vintage train excursions from Berlin to Snow Hill via the Maryland & Delaware. Antique show and sale, riverboat rides, entertainment. Contact: Worcester County Tourism, P.O. Box 208, Snow Hill, MD 21863; 800/852-0335.

WICHITA FALLS, TEXAS, September 26-27. Rock Island Technical Society Southern Division Regional Meeting at Wichita Falls Activity Center, 10am-5pm both days, plus Saturday evening. Admission $16. Contact: Steve Goen, P.O. Box 8082, Wichita Falls, TX 76307; 817/322-2294.

LONG ISLAND SUNRISE TRAIL CHAPTER NRHS, on October 3, will operate a diesel-powered excursion utilizing coaches, gondolas and cabooses, to Greenport, New York. Unusual motive power. For information send LSASE to LISTNRHS, P.O. Box 507, Dept. T, Babylon, NY 11702.

STRASBURG SPECIAL, October 3, round trip excursion to Strasburg, Pennsylvania. Ride special Amtrak train from Washington or Baltimore to Leaman Place, then transfer to special steam-powered Strasburg Railroad train. Adults $85, ages 5-11 $75, first class $179. Send SASE to: Washington DC Chapter NRHS Strasburg Special, P.O. Box 3472, Laurel, MD 20709-3472 or phone: 301/495-9668.

AAPRCO CONVENTION SPECIAL October 5-12. Depart Chicago 10pm October 5 on private cars *Caritas, Cimarron River* and *Silver Palace* for trip to Hoboken, New Jersey, for AAPRCO Convention. Travel via Conrail Chicago-Buffalo-Binghamton-Port Jervis-Warwick, then NYS&W and NJ Transit Warwick-Hoboken. Scenic highlights include Portageville Trestle, Starrucca Viaduct, Delaware River and Sparta Mountain. Meals en route. $995 round trip plus convention registration fee. Sleeping car occupancy at Hoboken at additional cost. Contact: High Iron Travel, Box 50116, Minneapolis, MN 55405; 603/382-4515.

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DU BOIS, PENNSYLVANIA, October 8-11. B&O Railroad Historical Society Annual Convention. Ride the Knox, Kane & Kinzua and tour ex-B&O facilities. Slide shows, banquet, model and photo contests and railroad.ana sales. Contact: B&OHS, P.O. Box 13578, Baltimore, MD 21203-3578; 410/592-7034

DAYTON, OHIO, October 11. Trolleybus trip sponsored by Ohio Museum of Transportation. Seating limited to 45. $20. Contact: Norm Znidarsic, 12061 Bradford Drive, Chardon, OH 44024; 216/286-9649 weekdays after 7pm.

CHAMA, NEW MEXICO, October 12-13 and 17-18. (First weekend is sold out, second weekend is tentatively scheduled pending adequate ticket response.) "The Ultimate" narrow gauge freight charter trip with K37 and K36 locomotives authentically lettered D&RGW on 25-car freight from Chama to Antonito and return with helpers. Over 30 photo runbys are planned, plus night session in Chama. $475. Contact: C&TS Freight, P.O. Box 43054, Birmingham, AL 35243.

PINE BLUFF, ARKANSAS, October 16-18. Cotton Belt 4-8-4 819 excursion to Tyler, Texas (layover at Tyler October 17). Numerous intermediate stops available. Coach: one way $100, round trip $150. First class: one way $125, round trip $200. Segments between intermediate points $15 each in Arkansas, $10 each in Texas. Contact: Cotton Belt Rail Historical Society, P.O. Box 2044, Pine Bluff, AR 71613; 501/541-1819.

MIDDLETOWN & HUMMELSTOWN EXCURSIONS will depart from Race Street Station in Middletown, Pennsylvania, on the following dates. For more information contact: Middletown & Hummelstown Railroad, 136 Brown Street, Middletown, PA 17057; 717/944-4435.

October 17-18, 24-25: Fall foliage trips 1, 2:30 and 4pm. Adults $5, children $2.75.

October 31: Halloween Specials 1, 2:30 and 4pm. Adults $5, children $2.75.

CEDARBURG, WISCONSIN, October 24, 25, 31 and November 1. "*Kettle Moraine Limited*" will operate over Wisconsin Central's ex-Milwaukee Road line to Hilbert and return, 126 miles. Coach $53, first class $89. Contact: GLC Rail Charters, P.O. Box 2554, Kingsford, MI 49802-2554.

PERRIS, CALIFORNIA, October 24-25. Fall Rail Festival at Orange Empire Railway Museum, 2201 South A Street, 9am-5pm. Ride a variety of restored trolleys and steam-powered trains, including a 1918 Pacific Electric Red Car and a 1901 Irish double-deck trolley. Plus antique auto display, live entertainment and refreshments. Admission and one-day unlimited ride pass $8 for adults, $6 for ages 6-11 and free for ages under 6. Located along Santa Fe's picturesque San Jacinto branch and equally close to main line action at Cajon Pass and Beaumont Hill. For information phone OERM at 714/657-2605.

ELY, NEVADA, October 31-November 1. Nevada Northern Spectacular. **Saturday:** Morning run on Mill Branch "Hiline" to McGill Smelter with 1910 Baldwin 4-6-0 No.40 and heavyweight passenger cars. Same train will make afternoon run up Robinson Canyon and through Tunnel 1 to Keystone. Second run Ely-Keystone will be made with wooden freight cars. Possible doubleheader with Alco 2-8-0 No.93. Lunch, banquet, night photo session and lodging included. **Sunday:** Morning and mid-day mixed trains to McGill with No.40 and then Alco RS3 diesel. Early afternoon run to Keystone with No.40 and RS3 together. Lunch included. $395. Contact: Trains Unlimited Tours, P.O. Box 1997, Portola, CA 96122; 916/836-1745.

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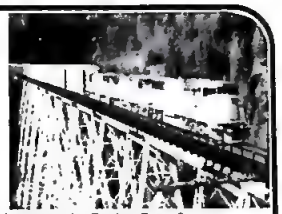

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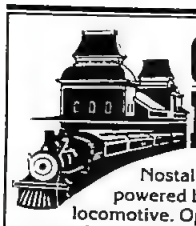

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CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Locomotive & Railway Preservation*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $9.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

INTERNATIONAL TOURS

MAIN LINE MILEAGE MONTH-LONG MARATHONS during 1992 in Australia, New Zealand, Canada and the U.S. Multiple daily runs, sleepers and diners included, prices from $1992 to $3992. For details contact: Trackpackers T-Rail Tours, 803 Kanuga Drive, Palm Beach, FL 33401; 407/TEL-TRAK.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745) is sponsoring the following tours:

German Rails '92, September 10-30, charter narrow gauge in former East Germany.

Best of South America '92, September 24-October 24, seven gauges, 27 lines, 33 shop visits, 4200 miles and plenty of photo runbys.

FAREWELL TO THE MEXICAN NORTHWESTERN, October 6-10. Tour of a truly scenic Mexican railway which is expected to cease through operations this year. Four car special (including gondolas) will run round trip from El Paso, Texas, over the Sierra Madre Range to Madera and La Junta, Chihuahua. Photo stops and runbys, caboose and engine rides and shop tours escorted by Mexican rail experts. Five nights lodging and eleven meals. $595. Send LSASE to: Let's Travel Tours, P.O. Box 2768-C, Riverside, CA 92516.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

North Korea and China, October 8-28, steam in both.

Israel, November, Jerusalem Centennary Celebration.

Ukraine & Czechoslavakia, December 5-15, 10 classes of steam.

Pakistan, December 18-January 1, broad and meter gauge.

China, December 23-January 3, steam in the snow.

ADLISWIL, ZURICH, SWITZERLAND, October 10-11. 7th Convention for American Railroadfans in Switzerland at Schoolhouse Kronenwiese. Free admission. Contact: Werner Meer, 135 Seestrasse, CH-8802 Kilchberg, Switzerland; phone 411-715-38666; fax 011-411-720-4766.

PARIS, FRANCE, October 18. "*Champagne Limited*" steam excursion featuring ex-SNCF 1946 Baldwin 2-8-2. Day-long round trip to Epernay for lunch and tour at famous champagne cellars. Dining onboard. Contact: AJECTA, Depot Des Machines: B.P. No.1, 77650 Longueville, FRANCE; or phone 1-64-08-60-62.

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission $5, under 12 free with adult. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Philadelphia, Pennsylvania, August 1-2. Philadelphia Civic Center, adults $6, ages 1-12 $2.

Hempstead, New York, September 26-27. Hofstra University Physical Fitness Center.

Alexandria, Virginia, October 3-4. Mt. Vernon High School, Sunday hours 1pm-5pm.

Edison, New Jersey, October 31-November 1. Raritan Center Expo Hall.

ELMONT, NEW YORK, August 2 and October 25. St. Vincent DePaul's Parish Train & Toy Show at St. Vincent DePaul School Auditorium, 1510 De Paul Street, 10am-4pm. Adults $5, under 12 free with adult. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003. 516/352-2127.

DELAND, FLORIDA, August 8 Sunshine Railroadiana & Collectors Association Annual Central Florida Railroadiana Show at Volusia County Fairgrounds, I-4 & SR 44, 9 30am-2.30pm. Admission $2, 12 and under free Contact Phil Cross, 410 N. Lakeview Avenue, Winter Garden, FL 34787. 407/656-5056

GREENSBORO, NORTH CAROLINA, August 15-16. 3rd Triad Toy & Train Show at Greensboro Coliseum Complex, 1921 W. Lee Street, 9am-4pm Saturday, 10am-4pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373

FRANKLIN SQUARE, NEW YORK, August 16. R.R Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rin Tin Street, Franklin Square, NY 11010; 516/775-4801.

FORT WAYNE, INDIANA, August 16. Train & Collectable Toy Show at the Lantern, 4420 Ardmore, 11am-4pm. Admission $2, under 12 free, tables $12. Contact: Royce Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

ATLANTA, GEORGIA, August 22. Southeastern Railroadiana Collector's 15th Annual Railroadiana and Model Train Sale & Trade Show at Georgia International Convention & Trade Center, south of Atlanta Airport, 9am-4pm. Admission $3, 12 and under free, tables $30. Send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

GILBERTSVILLE, PENNSYLVANIA, August 23. Gilbertsville Train-O-Rama at Gilbertsville Fire House, Route 73 east of Route 100, 9am-2pm. Admission $2, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

LEWISBURG, PENNSYLVANIA, August 30. Central Pennsylvania Chapter NRHS 17th Annual Train Meet at Lewisburg National Guard Armory on Route 15 South, 9am-4pm. Admission $2.50, under 12 free. For information, phone: 717/523-1505.

SAN ANTONIO, TEXAS, September 12. Alamo Model Railroad Engineers Fall Train Show at Seven Oaks Hotel and Conference Center, 1400 Austin Highway, 9:20am-4pm. Admission $3, family $5. Contact: Paul Steves c/o AMRE, 11731 Wetmore Road, San Antonio, TX 78247; 512/494-6350.

CLASSIC TRAINS AND EXHIBITIONS will host its train show 10am-4pm at the following locations on dates shown. Admission $2, under 13 free, tables $15-20. For more information, contact Jon Emil Ulbright and Glenn Cross, 3385, Brigadoon Circle SW, Dalton, OH 44618.

New Philadelphia, Ohio, September 13, Student Union at Kent State University, Tuscarawas Campus on University Drive.

Pittsburgh, Pennsylvania, September 27, Sheraton Inn Pittsburgh North, 910 Sheraton Drive North.

Cuyahoga Falls/Akron, Ohio, October 18, Sheraton Suites Cuyahoga Falls, 1989 Front Street.

WINSLOW, NEW JERSEY, September 13. Winslow Junction Scale Train & Railroadiana Meet at Winslow Fire Hall, Hall & Hay streets, 10am-3pm. Admission $3, family $5. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 until 9pm.

ROCHESTER, NEW YORK, September 13. Rochester Model Railroad Club Railroadiana Meet, Train Show & Flea Market at Eastman Kodak Recreation Center, 200 Ridge Road West, 9am-3pm. Adults $2, children $1. Refreshments available. Contact: Jeff Hands, 68 Wilbur Street, Rochester, NY 14611; 716/328-6999 or Robert Achilles, 835 Jaclyn Lane, Webster, NY 14580; 716/671-1210.

ST. LOUIS, MISSOURI, September 19. McDonnell Douglas Railroad Club Railroad Swap Meet at South County Recreation Complex, 6050 Wells Road, 10am-3pm. Admission $1, under 12 free, tables $12. Contact: Bill Holmes, 1402 Langholm Drive, Florissant, MO 63031; 314/837-5664 after 6:30pm Central Time.

JOLIET, ILLINOIS, September 20. Blackhawk Chapter NRHS Swap Meet at American Legion Harwood Post, I-80 at Larkin

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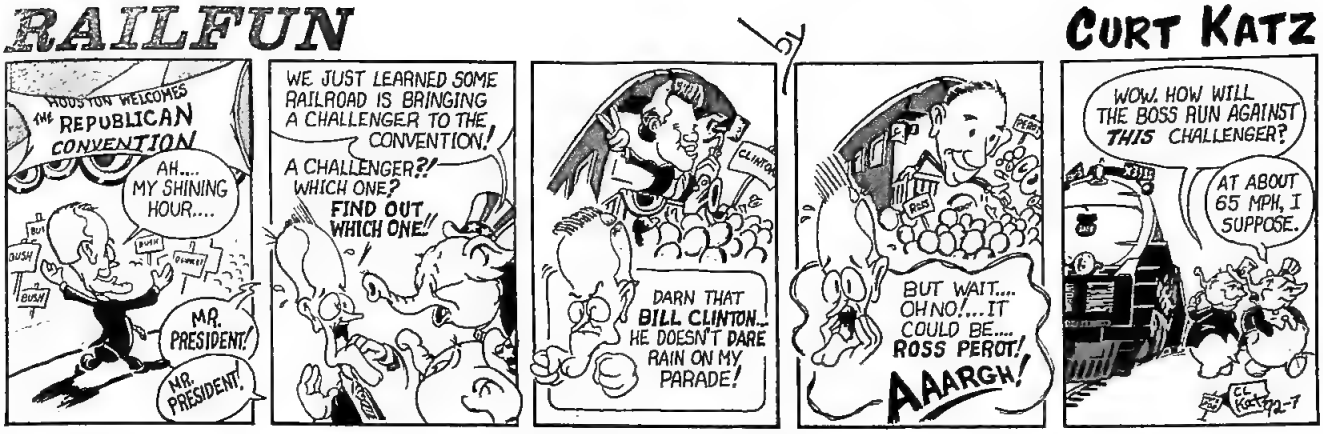
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AH.... MY SHINING HOUR....
BUSH
BUSH
BUSH
QUAYLE
MR. PRESIDENT!
MR. PRESIDENT!
WE JUST LEARNED SOME RAILROAD IS BRINGING A CHALLENGER TO THE CONVENTION!
A CHALLENGER?! WHICH ONE?
FIND OUT WHICH ONE!!
DARN THAT BILL CLINTON... HE DOESN'T DARE RAIN ON MY PARADE!
BUT WAIT.... OH NO!... IT COULD BE.... ROSS PEROT!
AAARGH!
WOW. HOW WILL THE BOSS RUN AGAINST THIS CHALLENGER?
AT ABOUT 65 MPH, I SUPPOSE.
C.L. Katz '92-7

Avenue, 9am-2pm. Admission $1, under 5 free, tables $10. Contact: Nancy Spitzmueller, 242 Lakeshore Lane, Bloomingdale, IL 60108; 708/806-7236 weekdays, 708/894-4698 evenings and weekends.

PEORIA, ILLINOIS, September 20. Illinois Valley and River City Railroad Clubs Peoria Train Fair at Illinois Central College, Routes 116 and 24, 11am-3pm. Admission $2, under 13 free, tables $7 in advance. Contact: Bob Lehman, 21 W. Rutledge, Bartonville, IL 61607; 309/697-3012.

MAUMEE (TOLEDO), OHIO, September 20. Friends of Toledo Model Railroaders 10th Fall Railroadiana and Model Railroad Show & Sale at Lucas County Recreation Center, 2901 Key Street, 11am-4pm. Over 375 tables. Adults $2.50, children $1. Contact: Joyce Sorgenfrei, 6245 Foxcroft Road, Toledo, OH 43615; 419/841-7492, 419/843-3334 or 419/536-1232.

WINTER GARDEN, FLORIDA, September 26. Florida Chapter NRHS Railroadiana, Model and Toy Train Show & Sale in Tanner Auditorium, West Garden Avenue on Lake Apopka, 10am-2pm. Admission $2, under 12 free. For information and table reservations send SASE to: David Rhea, 906 Center Street, Ocoee, FL 34761; 407/656-8749.

RUTLAND, VERMONT, September 26. Rutland Railroadiana & Model Railroad 8th Annual Meet at Vermont State Fairgrounds, U.S. Route 7 South, 10am-4pm. Admission $3, under 12 free with adult. Contact: Karen or Neil Korpi, 43 Hemlock Road, Milton, UT 05468; 802/893-4157.

HICKORY, NORTH CAROLINA, September 26-27. 6th Foothills Toy & Train Show at American Legion Fairgrounds, Highways 70/321 East, 9am-4pm Saturday, 10am-3:30pm Sunday. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

WICHITA FALLS, TEXAS, September 26-27. Wichita Falls Railroad Museum *Zephyr* Days Annual Railroad Show & Festival at Wichita Falls Activity Center, 10am-5pm Saturday, 12-5pm Sunday. Admission $2, family $5. Contact: Steve Goen, P.O. Box 8082, Wichita Falls, TX 76307; 817/322-2294.

GREENVILLE, OHIO, September 27. 13th Greenville All Train Flea Market at Darke County Fairgrounds, 10am-3pm. Antiques and collectibles, models in all scales, food and drink available. Admission $2, tables $10 in advance. Contact: Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356; 513/773-7186.

ALLENTOWN, PENNSYLVANIA, September 27. Lehigh Valley Chapter NRHS Railroadiana and Model Railroad Show & Sale at Dieruff High School, Washington & Irving Streets (2 miles south of U.S. 22 at Airport Road exit), 10am-4pm. Admission $4, family maximum $5. Contact: Paul A. Kuehner, P.O. Box 300, Laurys Station, PA 18059; 215/261-0133.

HANOVER, PENNSYLVANIA, October 2-31. Hanover Area Art Guild Annual Railroad Art and Photography Show & Sale 10am-5pm Fridays, Saturdays and Sundays. Railroadiana displays. Free admission. Contact: Railroad Show, c/o 32 Carlisle Street, Hanover, PA 17331; 717/632-0982

PERRIS, CALIFORNIA, October 3. Fall Railroadiana Swap Meet at Orange Empire Railway Museum, 2201 South A Street, 9am-2pm. Photos, lanterns, tableware, signs, timetables and antiques. Trolleys and trains will operate 11am-5pm. Admission to swap meet and all-day ride pass $5 for adults, $3 ages 6-11, under 6 free. Non-commercial exhibitor spaces $5 (includes ride pass). Contact: OERM, 2201 South A Street, Perris, CA 92370; 714/943-3020.

FAYETTEVILLE, NORTH CAROLINA, October 3. 3rd Sandhills Toy & Train Show at Charlie Rose Expo Center, 121 E. Mountain Road, 9am-5pm. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information phone GATS Limited, 708/834-0652.

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October 17-18, Raleigh, North Carolina. Raleigh Civic Center, 500 Fayetteville Street Mall.

October 24-25, Fort Wayne, Indiana. Allen County War Memorial, 4000 Parnell Avenue.

October 31-November 1, Kansas City, Missouri. Kansas City Municipal Auditorium, 14th & Central.

WALLINGFORD, CONNECTICUT, October 4. New York, New Haven & Hartford Toy and Train Meet at Zandri's Stillwood Inn, 1074 South Colony Road, U.S. Route 5, Exit 13 off I-91, 9am-2pm. Admission $4. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

CLASSIC TRAINS & EXHIBITIONS will hold train and toy shows on the following dates, 10am-4pm. Admission $2, under 13 free. Dealer tables at prices shown. For information contact: Glenn Groff, 3385 Brigadoon Circle SW, Dalton, OH 44618.

October 4, Parkersburg, West Virginia. Holiday Inn, U.S. Route 50. Tables $15.

October 11, Wooster, Ohio. Ohio Agricultural Research and Development Center, Fisher Auditorium, State Route 302. Tables $15.

October 25, Sandusky, Ohio. Radisson Harbour Inn, 2001 Cleveland Road. Tables $20.

OTTAWA, ONTARIO, October 17-18. Railfair '92 at Algonquin College Woodroffe Campus, 11:30am-5:30pm Saturday, 10am-5pm Sunday, sponsored by Ottawa Valley Associated Railroaders and British Railway Modellers of North America. Operating layouts, displays, artifacts and dealers. Adults $5, teens and seniors $3, children 5-12 $1. Contact: D.H. Venables, 6 Trevor Crescent, Nepean, Ontario, CANADA K2H 6H8.

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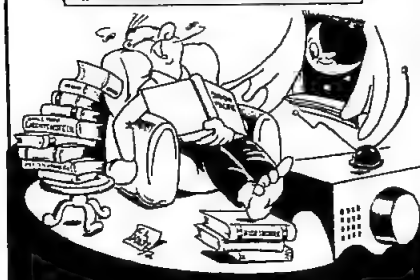

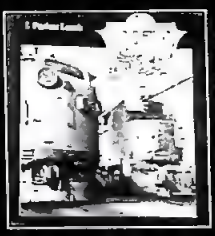

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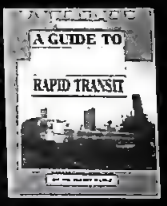

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Transit Currents

Main Line and Commuter

The idea of electrifying the new commuter railroads in the Los Angeles area, as well as the freight railroads serving that place, is one that is worthy of attention, given the wretched air pollution that persists in the area. Unfortunately, the price tag is high: electrifying the 806 miles of southern California planned commuter and freight railroad service to reduce the emissions from diesel engines is predicted to cost $4.6 billion. A study by a Southern California Regional Rail Authority task force noted it could take up to 18 years to accomplish the project. Of that sum, about $2.75 billion should come from freight haulers, according to the report. Indeed, the report found that electrification would not be cost-effective without participation from the rail freight companies. The remaining $1.85 billion would be the commuter railroads' share of the electrification program.

The interest in electrification is driven by the South Coast Air Quality Management District's landmark plan for cleaning up the air in the Greater Los Angeles region. This plan requires Southern California Rapid Transit and other area bus operators to convert 30% of their bus fleets to electricity by the year 2010. This has stimulated great interest in the electric trolleybus in Los Angeles. The SCRTD is planning to convert ten of its busiest bus routes to trolleybuses over the next several years. Considering the visual environment, Los Angeles Mayor Tom Bradley promised that there would be up to $500,000 spent on trees along the routes. The mayor promised that mature trees would be planted to help break up the supposed unsightliness of the overhead wires.

Shades of Marmon-Kerrington! Considering how ugly most American cities are, with pieces of elevated highways and other garish displays of poor taste, how trolleybus wires in 99% of the U.S. urban areas could be considered bad form is really puzzling. In any case, perhaps some of those very busy trolleybus lines in the City of Angels could someday become streetcar or light rail lines if patronage so warrants. If people are really interested in cleaning up the environment, electric traction, either by bus or by rail, is certainly a very valid approach to take. A massive trolleybus order for Los Angeles would probably help lower the unit cost to the point where other metropolitan areas, now discouraged by the high cost of rolling stock, might consider trolleybus installations. All of the major U.S. bus manufacturers have professed interest in bidding on the Los Angeles order and any others that might come their way. Thanks to John Allen Lee for the news.

Chicago Tunnel Flooding Disaster

It started on the morning of April 13. The driving of piles along the North Branch of the Chicago River at Kinzie Avenue near a place where the old Chicago Tunnel Company railway system crossed under the river was the problem. What happened is that the tunnel walls gave way as a result of the disturbance, and millions of gallons of water flooded into the old freight tunnels that honeycomb the Chicago Loop.

These tunnels were originally built around the turn of the century to connect the various railway freight houses with the department stores and other buildings in downtown Chicago. Coal was hauled in for the self-contained heating systems in many of the buildings, and ashes were hauled out. Merchandise was carried to Marshall Field & Company and Carson Pirie Scott and the many other department stores in the heart of Chicago's central business district. The tunnel railway stopped running in 1959, but the tunnels themselves are still there. Many of them are used for various kinds of steam pipes, water lines and telecommunications systems. In January of 1992, an employee of a cable television system was inspecting the tunnel and noted that there were some severe problems. The cracks in the tunnel were reported to the proper officials, but apparently the Chicago bureaucracy did not handle the problem as quickly as was needed.

In any event, the basements of many major buildings in the downtown part of Chicago, in the very heart of the Loop, were submerged. This cut off communications and disabled many of the systems in the buildings. Power and telephones were shorted out or turned off. The flooding has been likened as a disaster equal to the recent San Francisco earthquake, but of course of a much different nature.

As for transit, the flooding reached the State Street subway and the Dearborn Street subway of the Chicago Transit Authority. The north-south main line trains normally running through the State Street subway were detoured via the Loop elevated structure. The spacing now necessary with the signal system meant that the elevated was overloaded with trains, and the service was slowed down. There is no such detour available for the Dearborn Street subway, so train service stopped at some distance on either side of the flooded downtown portion of the

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Electrification in Los Angeles

tunnel, and linkage was provided by shuttle buses.

After furious effort, the leak in the tunnel was plugged, and the U.S. Army Corps of Engineers had started to pump out the tunnel and restore many services in the buildings and in the subway. Before the first week of the flooding was over, city officials were estimating that the cost of the disaster had reached half a billion dollars and was mounting. Truly, part of the story here is infrastructure and the problems with infrastructure of all types that badly needs maintenance. For more information on the freight tunnels, see Bruce Moffat's excellent book *Forty Feet Below: The Story of Chicago's Freight Tunnels,* published by Interurban Press in 1982 as Interurban Special 82 (ISBN 0-916374-54-8) and now being re-released for $13.95 from Pentrex, P.O. Box 94991, Pasadena, CA 91109.

1992 Hoosier Traction Meet

It's going to happen again at Indianapolis. No, not the 500: something better. From September 11 to 13, 1992, at the Best Western Waterfront Plaza Hotel, the 9th Annual Hoosier Traction Meet will take place, sponsored by Dr. Howard Blackburn. This year comprehensive coverage will be given to the Chicago South Shore & South Bend. The speakers will include Bill Janssen, Roy Benedict, George Krambles, Bill Warrick, Walter Keevil, Ed Hedstrom, John Darling and Yours Truly. There will be also a talk by Jerry Hanas, general manager of the Northern Indiana Commuter Transportation District, which now owns the South Shore Line and operates the commuter service. For more information, contact Earl Clark, 2958 Westridge, Cincinnati, OH 45238; 513/661-0042.

St. Louis Metrolink Construction

William J. Wilcox supplied a synopsis of construction progress on Metrolink through the first month of 1992. He says that excavation and concrete work is in progress on the line's East End station at East St. Louis in Illinois. Rehabilitation and new construction work continue on the Eads Bridge across the Mississippi River. The excavation work is underway at the stations along the tunnel in downtown St. Louis. More excavation continues on the depressed sections of the line between 14th and 21st streets, including the connection to the existing baggage and mail tunnels under St. Louis Union Station.

Between 21st Street and Grand Avenue, Metrolink tracks will run on the existing Terminal Railroad Association right-of-way, with the TRRA double-track main line being relocated to the south adjacent to the Union Pacific's ex-Missouri Pacific main line. The TRRA's new south track was put in service the week of January 20, 1992, and the north track should be in place by the time you read this.

The existing ex-Wabash right-of-way through Forest Park and University City on the way to the airport has been graded, and concrete piers for the catenary support posts have been installed. Track has been laid and ballasted in this section for about a quarter of a mile on the west side of Grand Avenue. Major construction work progresses near the airport as the line crosses the intersection of Interstate Highways 70 and 170.

Meanwhile, while much effort is being exerted along the line, construction on Metrolink's light rail repair shop and storage yard has progressed to a considerable degree. By the time you read this it may be completed.

Tonawanda Trolleys on Hold

Robert Kaylor writes that it would be a mistake to hold your breath until those PCC cars from Cleveland are running to Tonawanda. The Niagara Frontier Transportation Authority has decided to shelve the idea for rail service to the Tonawandas for the foreseeable future.

The Tonawanda idea was to purchase twelve vintage PCC cars from Cleveland, rehabilitate them and, after stringing some wire, run them on erstwhile Erie Lackawanna track that the NFTA had purchased several years ago. The cars would not operate in the subway but would offer a connecting service with the light rail subway at LaSalle station. Lamentably, there is just not enough money to do the trolley job, even though the Tonawanda extension would cost only about $30 million, which is cheap these days. Thanks again to Bob Kaylor.

The International Side of Transit

Ever since U.S. transit became a public enterprise in the 1960s and 1970s, the situation across the nation has been not unlike a typical year in Minnesota: six months of winter and six months of hard sledding. In an international economy, some of the decisions must be difficult. While the word has not leaked out as to what the bids are, San Francisco *Chronicle* reporter Harre Demoro believes that the bid by the Japanese company for the new cars for the Bay Area Rapid Transit District is lower than that of the only American producer, Morrison-Knudsen. In late January 1992, as the transit world was being regaled with information about the cancellation of Sumitomo/Nippon Sharyu's Green Line car contract in Los Angeles, BART was facing a somewhat similar decision about competition between a foreign and domestic manufacturer. Morrison-Knudsen got the contract. But there were more international complications; in getting its act together to finance the extension of its line, the Swiss-owned Credit Suisse has been used as

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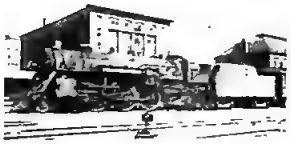

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a source of borrowing. However, the Swiss firm also does business in South Africa, and BART has a policy against cooperating with firms that do business in that nation. Unfortunately, there are only a few banks in the world that have the triple A credit rating that is necessary to handle a major project such as the BART extensions in the East Bay and San Francisco International Airport. The problems are cash flow and making sure the cash flows when it is needed. The recent changes in South Africa may remove this problem.

The point of all this is that building a rail line is not easy anymore, what with all the international ramifications and various laws. Add to that the politics and public feelings having to do with dealing with banks and producers in other countries. Thanks again to Harre Demoro.

Commuter Rail Parking and Other New York Fun

Most natives of Indiana whom I know think that New York would be great place to live but not much fun to visit. What must be real fun for the denizens of the Big Apple and its environs is the commuter rail parking. To be honest, Gentle Reader, providing sufficient parking at commuter rail lots is one of the more difficult things to pull off in any commuter rail operation, and the commuter railroads that serve the New York area are having their share of problems. As the railroads have been successful in attracting more riders they have also been attracting more cars. The Long Island Rail Road is especially plagued. Much faster service to Manhattan was provided in 1988 when the main line electrification was extended eastward to Ronkonkoma. This route has attracted a substantial number of riders and parkers, and its station parking facilities are badly crowded these days. The situation produces many illegally parked cars, and on one day the Long Island towed 160 cars from Ronkonkoma station.

There are also problems with theft and vandalism and a high price for parking. Most of the lots are owned and operated by local governments and are restricted to local residents. The Long Island is frustrated in its efforts to gain more commuters, but without greater access to the lots and control of the parking, that is a difficult thing to do.

The Metro-North Commuter Railroad apparently has fewer problems than the Long

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Island, and it has good news as well. Even in the face of the recession of 1990-1992, ridership on the Metro-North lines was 2.5% higher in January 1992 than had been projected. That percentage increase yielded an additional $350,000 in farebox revenue.

Also good news for Metro-North is that all Metro-North commuter trains were on time just under 97% of the time in February 1992 morning rush hours. Metro-North also won an award for the style of its trainmen's uniforms. Gone is the 100% polyester of the past; on-train personnel are now decked out and coordinated in practical cotton and wool polyblend that beat out 272 other companies nationwide. Riders probably noticed first off that the police officer hat that the trainmen wore has been ditched in favor of the traditional conductor's hat.

Not so good was the news on the FL9 dual-mode locomotives that Metro-North hoped would allow it to use locomotives to pull trains on the outermost reaches of its territory using both diesel and electric power. There are five locomotives on order, and the first of them was to go in service in the first week of March 1992. Nevertheless, it was being run through another 1000 miles of shakedown to document that it is operating safely and properly. Word is the locomotive had already run off 1200 miles while hauling five empty cars, and there had been no major failures. The five locomotives, outfitted with computers, were at the Croton-Harmon yards in early March for testing. The Long Island will get three of the dual-powered vehicles and Metro-North will keep the other two. The five locomotives cost $27 million. Critics say that the Port Jefferson line could have been electrified for the amount of money that was spent on these locomotive hybrids.

Meanwhile, arrangements have been made for Amtrak passengers to have free transfer from Penn Station trains at Yonkers and Croton-Harmon in order to catch Metro-North trains for Grand Central Terminal. Thanks to Bill Fennelly for all the news from the Big Apple.

Bill notes that the Long Island road's blue and yellow locomotive paint scheme is appearing, slowly, all around the system. He wrote that he has seen an MP15 number 161, FA number 605 and GP38 number 258 in the scheme. He also noted that the LIRR bi-level trains have to terminate at Hunter's Point because the cars are too high to fit into the tunnels into Penn Station. Bill says that the New Haven line's transition point from third rail to catenary has been moved from Woodlawn Junction to an area close to the stone bridge over the Hutchinson Parkway.

Flashes

The new mayor of Houston has put the kibosh on the proposed **MONORAIL** system for that town. However, the Summer 1991 issue of *Monorail*, the official newsletter of the Monorail Society (36450 Diego Drive, Fremont, CA, 94536-5559) had a very nice write-up about the proposed monorail for the Houston operation.

The National Association of Railroad Passengers, in its newsletter of February 1992, indicates that **PRESIDENT BUSH** appears to think that the Interstate Transportation Efficiency Act means roads. The Bush budget for fiscal 1993 proposes a 16% increase in highway spending while at the same time cutting back transit money by 20%.

The chances look better for a **PEOPLEMOVER** type connection between the Oakland International Airport and the Bay Area Rapid Transit District. More than just the airport, a future Bay Area-to-Sacramento train station at Interstate 880 is also on the proposed connector line. BART is getting started with actual construction of its extension into the San Francisco International Airport, and years ago it had promised the folks on the Oakland side of the bay that it would open to the Oakland airport at the same time a line was opened to the San Francisco airport.

Expect **HIGHER FARES**. Lots of transit agencies are supported by sales tax revenues, either gathered locally or through the state. With the U.S. economy in recession, sales tax revenues are down and fares are likely to move up. In the San Francisco Bay Area, the Mass Transit Commission estimates that the transit sales tax revenues for the nine-county area will go down by about 4% in the 1991-1992 fiscal year. The same thing is going to happen in other places, and higher fares and/or service cuts are in the cards.

Don Mitchell writes that the **SAN DIEGO TROLLEY** received a grade of 4 out of 5 or "very good" as a rating by the Sacramento-based California Trainriders Association. The best transit service in the state, according to the rating system, is the San Francisco Municipal Railway, which got a 5 and was considered the best of the 153 transit systems surveyed.

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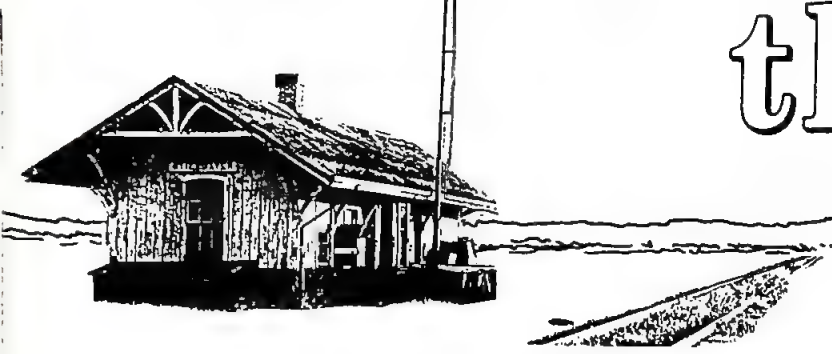

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EX-VIA FPA4 6780 More of the classic B&O Royal Blue, gray and gold colors have appeared. The 13-mile Western Maryland Scenic Railroad in Cumberland, Md., will be running former-VIA/CN MLW FPA4 6780 as "B&O 800" on its tourist trains in 1992. The flashy paint job was completed on June 12, 1992, at the Ridgeley, W.Va., shops, and the unit immediately entered regular service. The B&O had 38 FA2s and 21 FB2s delivered in that same livery between 1950 and 1953, with the FA2 numbers beginning with 801.

More good news is that a second FPA4, former-VIA/CN 6793, is also on the property and owner Sheridan Rail is going to paint it B&O also, renumbering it 893. The 6793 is significant in that it was the last FPA4 purchased by CN in 1959 and the last "FA" built. The 6793 will bring the total to three "FAs" in service on WMSR trains, two B&O units and the WM fireball-painted 305, former-VIA 6771. The three FPA4s, the RS3 and RSD5 are owned by Sheridan Rail, which leases them to the WMSR for use on the tourist trains.

In other WMSR news, the fireball-painted RS3 199 may need shop work during 1992, which means that RSD5 1689 will likely be kept in Cumberland as a "protect" engine. Earlier Sheridan Rail said they wanted to return the RSD5 to the Midwest. Also, former-LS&I 2-8-0 34, purchased by the Western Maryland Scenic in 1991, was en route to Cumberland in June from storage at the Illinois Railway Museum. Plans are to paint the burly 2-8-0 in WM fireball livery and number it 734. When steam returns to the Western Maryland Scenic, possibly by late 1993, most or all of the diesels will be returned.

GALESBURG RAILROAD DAYS What started in 1972 as a Burlington Northern employee open house has grown into a large annual civic festival. The 1992 Galesburg Railroad Days in Galesburg, Illinois, on May 30-31 hosted large crowds and the event's first live steam locomotive, Frisco 4-8-2 1522 owned by the National Museum of Transport in St. Louis. Kept from the 1991 event by pilot truck bearing troubles, 1522 ran flawlessly to Galesburg on May 28 at track speeds up to 60 m.p.h. with 900 tons of miscellaneous equipment in tow, and it returned to St. Louis on June 1 with similar tonnage of revenue freight. The 1522's crew recalled a memorable event during the northbound ferry move as 1522 was taking water at Hannibal, Mo., alongside the Mississippi River steamboat *Delta Queen*, which was also docked for water. The 4-8-2 and the stern-wheeler exchanged whistle blasts as the 1522 departed.

In addition to the live 1522 and permanent display CB&Q 4-6-4 3006, Railroad Days featured a variety of equipment on display including BN's red, white and blue SD60M 1991 and matching caboose 12618 and executive F-units BN-1 and BN-2. A pair of Chicago commuter E9s led short excursions around the Galesburg "wyes" with eight Metra bi-levels. Other visiting equipment included Santa Fe Super Fleet Dash 8-40BW 581, EMD GP38-2 760 from the lease fleet and prototype BL20-2 120 (a GP38-like 2000 h.p. remanufactured locomotive aimed at branch line applications). Railroad Days is becoming more successful each year, and the BN employees deserve a real "hats off" for a fine presentation — ED JOHNSON.

"PLANTATION SPECIALS" On May 9, 1992, the Lancaster & Chester Railroad operated an afternoon excursion between Lancaster and Chester, South Carolina. Along the way, a stop was made at Richburg, where passengers boarded buses to the nearby Magnolia Hill Plantation for a buffet supper, wine and dancing. The L&C's SW900s 90 and 91 powered the train. Riders who had purchased two or more advance tickets were given a free ticket for a more abbreviated children's trip which operated earlier the same day.

THE CAPE COD RAILROAD A real surprise this summer is the trio of Great Northern-inspired F-units on the Cape Cod Railroad in Massachusetts. Three former-MBTA FP10s (1110, 1114 and 1101) have been leased by CCR from Boston's commuter agency, and all three units are expected to get the new livery, though at press time the 1101 hadn't yet been painted. These stunning F-units replace a pair of New Haven-painted RS1s which handled CCR trains in 1991. Cape Cod Railroad excursions run daily through October 25, and trains leave from the Hyannis depot on Cape Cod for the roughly two-hour round trip which turns at Sagamore. During the summer CCR trains occasionally meet with Amtrak's *Cape Codder* at Sagamore on Sundays at 4:00 p.m.

Four other FP10s have departed from MBTA. Power-short Metro-North Commuter Railroad in New York purchased 1109, 1113, 1151 and 1152, which were delivered to MNCR at New Haven on June 23, 1992. The FP10s will get road numbers 410-413, and immediate plans are to make necessary repairs to get them into service and then paint them in the red, blue and silver MNCR livery as time permits.

Rebuilt by ICG's Paducah shops in the late 1970s from former-GM&O F3s and one F7, Boston's fleet of FP10s once numbered 19 units (1100-1114, 1150-1153). The FP10s were all retired from MBTA after being replaced by new F40PHs. Interestingly, 1114 in the photo (opposite) was the R&R July 1983 cover girl.

MONONGAHELA CONNECTING RAILROAD On July 9, 1992, the Railroad Museum of Pennsylvania at Strasburg took delivery of Monongahela Connecting Railroad Alco C415 701. This unit was built along with T6 400 in July 1968, and both are unique for having been built with Alco's high-adhesion trucks. The 701 was also the only C415 built with the low profile cab.

The 701 was purchased from the salvage firm which is dismantling the Jones & Laughlin Steel works south of downtown Pittsburgh. Since the Monongahela Connecting was owned by J&L Steel, it was abandoned when the plant closed. The 701 is in running condition and will be used as the museum's switcher — RICK GLADULICH.

LEELANAU SCENIC RAILROAD After years of delays, the Leelanau Scenic Railroad went into operation last fall on an ex-CSX (former C&O) branch in northwestern Lower Michigan that is a remnant of the Manistee & Northeastern line from Traverse City to Northport, where there was once a ferry connection across Lake Michigan. Leelanau Scenic has no outside rail connection as the C&O link at Traverse City was removed years ago. Rails are still in place from Greilickville (Rennies Station, Milepost 2) to Northport (Milepost 29), but the only serviceable section is from Greilickville to Sutton's Bay (Milepost 17).

Motive power consists of NW2 No.3 (ex-C&O 5298) and SW9 No.4 (ex-C&O 5258). Number 4 is lettered for Leelanau Scenic while No.3 is lettered Manistee & North Eastern (although the railroad spelled "Northeastern" as one word in its timetables and corporate paperwork, its two NW2s were lettered like today's No.3 as "North Eastern" — a 120-ton typo!). The NW2 is the original M&NE No.3 that was absorbed into the Pere Marquette, C&O and Chessie. The train usually consists of one of the diesels, two Reading commuter coaches and a bay window caboose — PAUL CAMERON.

Es AND Fs ON MARC To augment their fleet of F9PH and GP39PH-2 diesels, Maryland Rail Commuter Service has leased all four CSX F-units for use in their operations over CSX's ex-B&O lines between Washington, D.C., and Brunswick, Maryland (page 4). Prior to placing the classic EMD cab units in service, MARC thoroughly reconditioned their brake systems and performed some other maintenance and repairs to upgrade their reliability. The work was done at CSX's Riverside Shops in downtown Baltimore.

Another EMD cab unit newly assigned to MARC service is E8 60 (ex-NJ Transit 4327), which powered its first revenue MARC train in late March. It wears dark blue paint with silver markings, fuel tank and pilot (page 4). Like the CSX Fs, the E8 went through the Riverside Shops before entering service — ALEX MAYES.

METROLINK In late May, Los Angeles Metrolink F59PHs 851 and 852 made their way to southern California, with eleven more to follow. Metrolink double-deck coaches and cab control cars have already been gathering at the new commuter agency's facility in the former-SP Midway Yard in Los Angeles, awaiting the late 1992 start-up of service out of LAUPT on SP routes west to Moorpark, north to Santa Clarita and east to San Bernardino. Prior to the arrival of the F59s, Metrolink had been leasing ex-Metra E8 519 from Pacific Rail Industries to perform switching duties in and around Midway Yard. On June 14, Metrolink F59PHs 851 and 852 made separate appearances in the L.A. area. The 851 powered a special train for the American Public Transit Association from Los Angeles south to San Juan Capistrano and return, while the 852 was on display at Redondo Junction in L.A. (page 4) as part of an Amtrak employee safety day open house.

On June 18, Santa Fe announced it had agreed to sell 340 miles of right of way and easement, valued at more than $600 million, to

KODACOLOR PRINT MICHAEL O'CONNOR

THE CAPE COD RAILROAD surprised everyone with their stunning Great Northern-inspired repaint of FP10s 1114 and 1110 leased from Boston's MBTA commuter agency. A third FP10, 1101, is expected to get the same paint as time permits. The immaculate pair led a special through the Great Marsh near West Barnstable, Mass., for CCR brochure photos on May 21, 1992.

KODACHROME PAUL CAMERON

"PLANTATION SPECIALS" were run on May 9 on the Lancaster & Chester Railroad between its namesake South Carolina towns. En route, passengers detrained at Richburg for supper, wine and dancing at the nearby Magnolia Hill Plantation. L&C's SW900s 90 and 91 powered the two round trips. The units were photographed at Chester (**below**) after running around their train.

EKTACHROME PROFESSIONAL 6005 B. NOLAND SUDDETH, JR.

MONONGAHELA CONNECTING RAILROAD Alco C415 701 has been purchased from a salvage firm and on July 9 was delivered to its new home at the Railroad Museum of Pennsylvania in Strasburg. It was photographed at Aliquippa, Pa., (**right**) in December 1991, complete with high-adhesion trucks.

GALESBURG RAILROAD DAYS, held on May 29-31, 1992, featured the first live steam locomotive to ever attend the annual event: Frisco 4-8-2 1522, seen (**below**) alongside hometown display CB&Q 4-6-4 3006. Local excursions were run on BN with two E9s and Metra bi-levels brought in from Chicago.

LEELANAU SCENIC RAILROAD began running in 1991 on the old Manistee & North Eastern between Traverse City and Northport, Michigan. Dressed in M&NE livery, NW2 No.3 crossed County Road 618 in May 1992.

COLOR PRINT EARL KIWARD

KODACHROME ED JOHNSON

the Southern California Regional Rail Authority, which operates Metrolink. The deal still requires state funding approval. Involved in the sale would be Santa Fe's Harbor Subdivision between L.A. and Long Beach, the Pasadena Sub between L.A. and San Bernardino, the Redlands Sub between San Bernardino and Redlands, the San Jacinto Sub between High Grove and San Jacinto, the Olive Sub between Atwood and Orange, the San Diego Sub between Fullerton and San Diego and the Escondido Sub between Oceanside and Escondido, plus Santa Fe's depot, yard office and engine shops at San Bernardino and operating rights for Metrolink over Santa Fe's San Bernardino Sub between L.A. and San Bernardino. Santa Fe would retain rights to operate freight over the sold routes, but company Public Affairs Manager Mike Martin says Santa Fe would likely route *all* freight traffic off of the Pasadena Sub and onto the more southerly San Bernardino Sub by late 1993 if the sale proceeds on schedule. To accommodate the increase in freight traffic over the San Bernardino Sub, the single track section through the Santa Ana River Canyon would be double tracked and a third main would be added to existing double track segments. Amtrak would continue running intercity trains in southern California, including the *San Diegans*, which would share the former Santa Fe Surf Line with Metrolink commuters.

THE LOWVILLE & BEAVER RIVER RAILROAD Steam returned to the short line Lowville & Beaver River Railroad in upstate New York for its "Railfan Days" on June 13-14, 1992. After three years of restoration work — and a frantic final week of 'round-the-clock effort when some bearings ran hot — two-truck Shay Number 8 was operated around the yard in Lowville and posed for night photos (page 74) for the assembled railfans and local visitors.

Shay No.8 was built by Lima in 1918, b/n 2977, as Oklahoma Portland Cement No.2 at Ada, Oklahoma. From 1920 to 1944 it boomed around to four different lumber companies in Mississippi and would up at Pascagoula Veneer in 1961 before being sold to equipment dealer George Silcott. It was bought by the late Bill Witbeck in 1966 and sold to Tom Lawson of Birmingham, Ala., in 1970. In 1983 the locomotive went to the Eureka Springs & North Arkansas tourist railroad and was purchased in early 1989 by businessman Livingston Lansing of Boonville, New York. The Shay was moved to the Rome Locomotive Works in Rome, N.Y., in April 1989 where a total overhaul was begun. In October 1991 the work was moved to one of the L&BR's two enginehouses in Lowville for completion by Rob Mangles' "B&M Associates" and volunteers.

The L&BR Railfan Days included excursions with a GE 44-tonner on the ten-mile short line to Croghan, N.Y., and photo runbys with a Mohawk, Adirondack & Northern C425 as well as the Shay. The next firm schedule for operation of the Shay is for the Lumbermans Festival at Croghan on September 12-13, 1992.

WISCONSIN & SOUTHERN Three former-BN F45s are the newest motive power on the 145-mile Wisconsin & Southern Railroad based in Horicon, Wisc. The W&S purchased the trio (1001, 1002 and 1003) from Transisco Tours, one-time operator of the *Sierra '49er Express* luxury train between San Jose, Calif., and Reno, Nevada, over Donner Pass. The units are being readied for service, including the addition of ditch lights, by Wisconsin Central's North Fond du Lac shops. The first to be completed was 1002, and the others should soon follow. Wisconsin & Southern 1001-1003 were among the first units delivered to the newly-merged Burlington Northern in 1971 as 6627, 6642 and 6635, respectively. The 6627 is noteworthy in having been Doyle McCormack's Daylight Locomotive & Machine 743 (painted New York Central lightning stripe in SP *Daylight* colors) before being purchased by Transisco — PETE GREISCHAR.

ABERDEEN & ROCKFISH 2-8-2 No.40 The ten-mile Valley Railroad in Essex, Ct., has been making progress on former-Aberdeen & Rockfish 2-8-2 No.40. The slender Mikado was set back on its drivers on May 21, 1992, putting the 1920 Alco/Brooks product into the final stages of a complete overhaul. Valley CMO J. David Conrad hopes to be making break-in runs with 40 by the end of July and to have it in service soon after. Valley's old reliable 2-8-0 97 will continue to handle the regular tourist trains until 40 enters service. The need to complete A&R 40 was hastened by the sale of Valley's Chinese-built 2-8-2 1647 to the NYS&W in 1991.

CUMBRES & TOLTEC SCENIC On May 16, the C&TS kicked off its 1992 operating season with a mixed train powered by K-37 497 (page 74), the Baldwin 2-8-2 which C&TS had acquired from the Durango & Silverton in 1991 in trade for C&TS K-36 482 (May 1992 RAILNEWS). While the 482 had been in storage since 1959 and required some work before D&SNG could place her in service this year, the 497 was in fully operational condition at the time of the trade and required only minor work to prepare her for service on the C&TS. The most obvious external modifications can be found on the tender, which now carries the Cumbres & Toltec name in Rio Grande speed lettering. The 497 is the only K-37 in operation anywhere.

IMPERIAL IRRIGATION 0-4-0T&T Known to most railfans as the "Varney tank engine" from Railfair '91 in Sacramento (August 1991 R&R, page 63), Imperial Irrigation District 0-4-0T&T 151 has been steamed up on various weekends ever since its restoration in mid-1991 by the Holton Inter-Urban Railway Society. The roughly quarter mile stretch of track on which the 151 is kept in El Centro, California, permits some amount of live operation, and the society often rounds up a vintage automobile or two to pose with the locomotive for photo sessions. Such was the case over the Memorial Day weekend of 1992 when the 151 was steamed up and posed with a vintage Greyhound motorcoach owned by retired SP engineer Art Laidlaw and a 1941 Cadillac Series 60 Special owned by a local resident. Society member Jack Neville says, "Railfanning is: having a steam locomotive that is so weird and so far off the beaten path that no railfans show up for a three-day steam-up." Built as an 0-4-0T for stock by Alco/Cooke in 1918, the engine was purchased by the Imperial Irrigation District in 1926 and later coupled to an historic ex-SP tender, giving it the unique 0-4-0T&T designation. The 151 was last operated by IID in 1938 and had been on display at Imperial, California, since 1953 when the HIURS removed it and began restoration in December 1990.

A RUTLAND RESURRECTION On the weekend of May 16-17, 1992, the Rutland Railroad Historical Society held its convention at Bellows Falls, Vermont. On Sunday the 17th, the society operated a special fantrip over the Green Mountain Railroad from Bellows Falls to Ludlow. The star of the show was Green Mountain RS1 405 (originally Rutland 405), which was relettered RUTLAND for the weekend (page 74) — JACK ARMSTRONG.

MISSISSIPPI CENTRAL 4-4-0 No.98 After being reunited with her tender in November 1991 (May 1992 RAILNEWS), Mississippi Central 4-4-0 No.98 is back pounding the rails north of Wilmington, Delaware, between Greenbank Station and Mt. Cuba on the Wilmington & Western Railroad (page 74). The 98 is only expected to venture past the Mt. Cuba picnic grove seven separate days this operating season; all regular weekend trips stop at the picnic grove.

During its five-year rebuilding project, this 1909 Alco had its pony truck completely rebuilt, and in the boiler a new front flue sheet, new tubing and a new drypipe were installed. Other work included a new air brake system, a new air reverser and new valve stems. Half the woodwork in the cab has been rebuilt, and all cab appliances have been renewed.

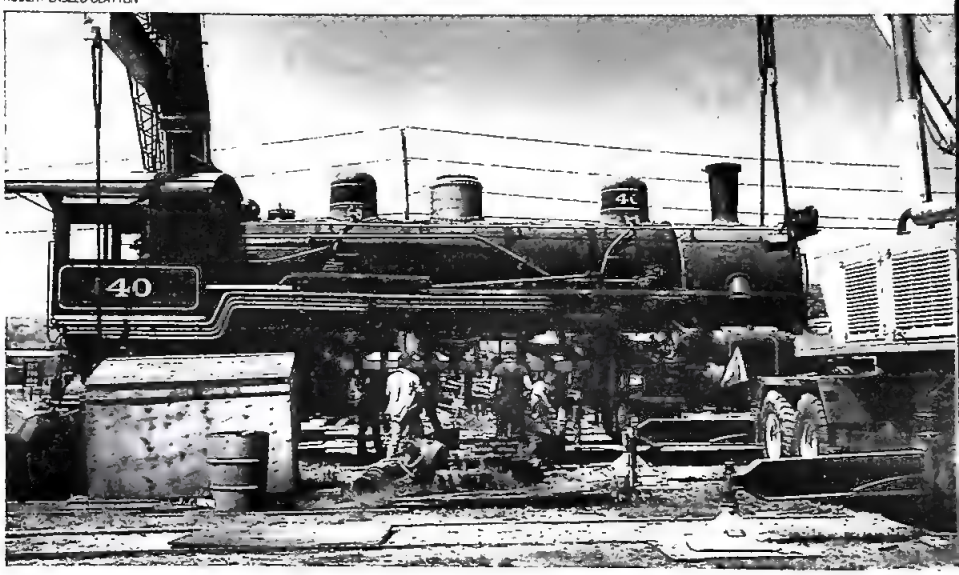
After opening of the tourist season, No.98 ventured off-line to the Wilmington Amtrak station for the nationwide Transportation Day on May 9. It was displayed at the station with combine 410, ex-B&O wood-sided caboose 2013, ex-PRR Doodlebug 4662, Conrail Dash 8-40CW 6146 and an Amtrak AEM7 with Metroliner cars. SEPTA had a pair of m.u. cars operating a free shuttle between the station and Marcus Hook, Pennsylvania — EDWARD FEATHERS.

SANTA FE 3751 TO CHICAGO Through a "cooperative arrangement" with the San Bernardino Railroad Historical Society, the Santa Fe Railway plans to run an Employee Recognition Excursion Train round trip from Los Angeles to Chicago led by restored 4-8-4 3751. Santa Fe Chairman and CEO Rob Krebs says, "Because of the successful operation of steam locomotive 3751 between Los Angeles and Bakersfield last December, we feel having this fine example of Santa Fe's rich heritage pull the train and represent the company at Railroad Days in Topeka will give the employees a strengthened sense of pride." Although Super Fleet diesels will be coupled behind the 3751 throughout the trip, the steam crew is expected to produce

RHONDA SETALOTTE

IMPERIAL IRRIGATION 0-4-0T-&T 151 was steamed up in El Centro, Cal., over the 1992 Memorial Day weekend by members of the Holton Inter-Urban Railway Society. As the group has done in past steam-ups, they posed the 151 with classic vehicles for a photo session, this time using a former Greyhound bus and a 1941 Cadillac Series 60 Special (**left**). Railfans who visited Railfair '91 in Sacramento may remember the 151 as the tiny tank engine that was lettered "Varney." It was built by Alco/Cooke in 1918 and sold to the Imperial Irrigation District in 1926. It earned its 0-4-0T&T designation after being mated to a former SP tender. HIURS restored the 151 to operating condition during 1990-91.

ROBERT LASZLO CLAYTON



ABERDEEN & ROCKFISH 2-8-2 No.40 has been undergoing a complete overhaul at the Valley Railroad in Essex, Connecticut (**right**). It was lowered onto its drivers on May 21, and Valley CMO David Conrad hopes to make break-in runs by the end of July. Once No.40 is ready, she'll be assigned to the excursion trains that used to be powered by Chinese 2-8-2 1647 (now NYS&W 142).

KEN CHURCH

STRANGERS IN FREMONT, Nebraska, on May 8 were BC Rail Dash 8-40CMs 4607 and 4617. C&NW borrowed the two Locotrol equipped units to test the use of mid-train slaves on coal trains.

plenty of whistles and exhaust when arriving and departing major towns en route. Santa Fe's ambitious timetable for the steam trip is as follows: Hobart (Los Angeles)-Needles August 30, Needles-Belen August 31, Belen-Amarillo September 1, Amarillo-Wellington September 2, Wellington-Kansas City September 3, Kansas City-Topeka September 4, display at Topeka Railroad Days September 5-7, Topeka-Fort Madison September 8, Fort Madison-Chicago September 9, Chicago-Fort Madison September 10, Fort Madison-Kansas City September 11, Kansas City-Wellington September 12, Wellington-Amarillo September 13, Amarillo-Belen September 14, Belen-Needles September 15, Needles-Hobart September 16.

STRANGERS IN FREMONT Foreign power at engine terminals is fairly common these days as railroads make interline locomotive deals to keep priority trains moving, but a pair of BC Rail Dash 8-40CMs in Fremont, Nebraska, is still pretty exotic. Chicago & North Western borrowed BC Rail 4607 and 4617 equipped with "Locotrol" radios to test the use of unmanned mid-train helpers on coal trains. The units were on loan for two weeks during May 1992, and C&NW sent three SD40-2s to BC Rail in trade — KEN CHURCH.

STRIKE GOES NATIONWIDE At press time, America's railroads were in their second day of a virtual standstill following the June 24 strike of the International Association of Machinists & Aerospace Workers against CSX. Members of similar crafts at other railroads joined the strike in a show of solidarity, and the domino effect of even one railroad shutting down eventually spread to connecting railroads because interline traffic could not be handed off from one company to another. As an example, recorded crew lineups for the D&H announced, "Trains running: none, due to lockouts by NS, CSX and Conrail." In the West, UP was hoping to keep at least one train running with management personnel, its double-stack train that hauls solid waste from Seattle to a landfill near Arlington, Oregon. During the week leading up to the strikes, the nation's intercity passenger and commuter operations were expected to be worst hit, but the unions threatening to walk out on Amtrak (the Brotherhood of Maintenance of Way Employees, the TCU Carmen and others) agreed to a 48-hour reprieve so that negotiations could continue. This allowed service to be maintained on Amtrak's Northeast Corridor and certain commuter lines such as NJ Transit and CalTrain, but Amtrak trains elsewhere in the country were halted or delayed because of the strikes on host freight railroads. The BMWE had also targeted Conrail.

EDAVILLE SALE IN PROGRESS The Edaville Railroad in South Carver, Massachusetts, did not open as scheduled this spring as a result of its operating lease not being renewed by the Atwood estate, which owns the property on which the two-foot tourist railroad resides. This brings to a head a long-running dispute between Edaville owner George Bartholomew and the Atwood estate. The affair is extremely complex due to related parcels of real estate, back taxes and various debts. While a broker has been brought in, it is extremely doubtful that any operating equipment could be sold off, as that would seriously devalue the remaining infrastructure. Numerous parties are negotiating to purchase the railroad and equipment, and because of environmental clauses in the original contract that would require a very expensive restoration of the property to its 1940s condition, it seems likely that any new owner would negotiate a long-term lease with the Atwood estate and remain on site at South Carver.

The "Railfan Weekend," with its annual sell & swap, scheduled for June 20, has been officially "postponed." Stay tuned.

"Campaign '92"

by Ted Benson

FIFTIES FUNK at its finest! Three SD9 "Cadillacs" and a 61-car string of wooden beet racks belie the date of November 20, 1991, as engineer Vernie Lee heads west near Lost River Oregon. A year earlier in California (**opposite**), loaded beet racks were rolling through Pajaro Gap near Betabel as the Sargent-King City Beet Switcher – with four tunnel motors – headed toward Salinas, Campora and King City on September 13, 1990.

It's a little past 7:00 o'clock on a hot spring evening in California's Imperial Valley, the sub-sea-level winter garden of the world. Westerly winds sweep in from San Gorgonio Pass, rolling low clouds of dust across the yard of Holly Sugar's receiving station at Seeley. Inside the scale house, the weighmaster adds up the day's record of sugarbeets delivered from "IV" growers. This year, a third record harvest in a row for Holly, the fields are returning an average of 30 tons per acre. Outside, two rows of parked beet trailers await their turn through the beet dump first thing tomorrow morning.

Eight miles east of Seeley, air conditioners drone inside the high-ceilinged depot at El Centro. Inside a waiting room that hasn't seen a paying passenger in close to 40 years, freight crewmen take a break from the relentless heat.

"Seeley called," conductor Fred Sharp informs his companions. "They're ready to go."

Sharp, engineer Lee Cross and brakeman Leo McGinty step outside to a trio of waiting GP40-2s idling in the gathering shadows of the palm-fringed El Centro station. Within minutes, McGinty is turning air into the brake pipe on a string of 31 wood and steel composite "beet racks" that will accommodate the next day's carloadings at Seeley. Lee Cross eyes the straight, even rail on the old San Diego & Arizona Eastern with a smile.

"Best track in the valley," McGinty agrees. "We'll be done in an hour."

The Geeps take off with a turbocharged throb, gliding across the beet fields west of town.

It's mid-May in this election year of 1992, and Holly's annual beet "campaign" in the Imperial Valley is well under way. At first glance, the harvest seems the same as always. The venerable beet gons rocking out to the loaders at Seeley and Meloland have been around for decades, locking knuckles with everything from Harriman Consolidations to GP60s. Sugarbeets have been a staple of California agriculture well over 100 years.

But this year the harvest is different. Great change rides the wind blowing across the Imperial Valley in 1992. It is a season of transformation, beginnings and ends with lasting effects on Southern Pacific and the beet sugar industry it has served so well. It is a season not to be ignored.

The beet racks

The most obvious change in SP's beet operation can be found right behind the grimy "stealth" units that seem to find the point of every beet hauler. For most railfans, the primary attraction of the beet trains is the bottom-dump composite gondolas that have been the backbone of the service since the late 1940s. Outside-braced classics, 40 feet long and riding AAR standard friction bearing trucks, the GSS class "beet racks" have carried the tradition of wooden cars and iron men well past the glory days of freight railroading. Built by SP at the Los Angeles shops between 1942 and 1949, the beet gons would have vanished a decade ago if not for the sugar companies, who purchased the fleet of some 1100 cars after SP decided they would no longer maintain the ar-

Sugar Beets on the SP

The wooden cars and high-nose Geeps are disappearing, but the beets go on

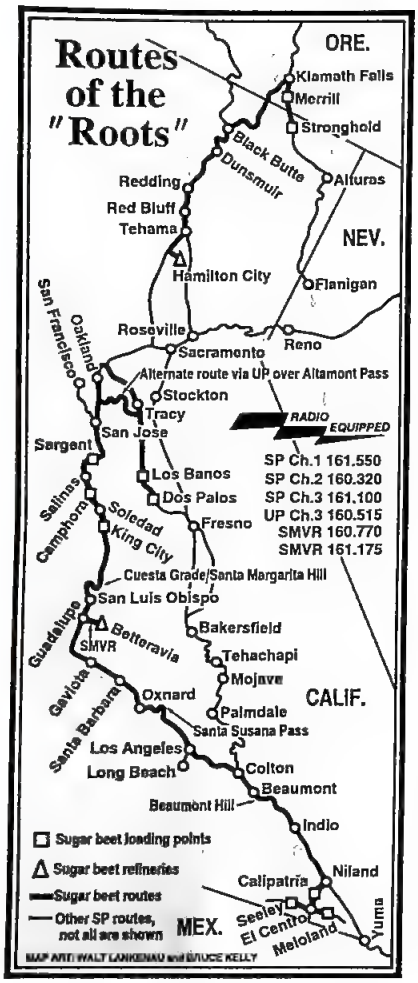
chaic rolling stock. Buying the beet cars was a holding action for Spreckels Sugar, whose rail haul operations were rapidly turning to truck in the early 1980s. For Union Sugar, a central coast refiner purchased by Holly in 1988, the beet racks were the key to survival. Dependent on rail for a good 80% of its raw beet deliveries, Union set out to maintain the ancient cars in a fashion unheard of in the days of SP ownership. Thanks to car repair foreman Jack Immel and his skilled Betteravia crew, the beet gons were able to provide another ten years of unflagging service.

New "Beet Liners"

But one can only do so much with 50-year-old wood and steel. By 1990 the beet cars were showing their age. An FRA mandate to have roller bearings under the cars by January 1, 1994, sealed their fate. Holly would simply have to find new rolling stock. After experimenting with a couple of steel hopper designs, Holly settled on a fleet of 1969-vintage Ortner HTS Rapid Discharge cars following a successful trial program in the fall of 1991. A long-term lease agreement was reached with ITGX early in 1992. April and May saw the cars refurbished by Metro East Industries in East St. Louis, Illinois. Emerging from MEI in a striking white paint scheme with blue Holly Sugar logos centered on the car sides, the ITGX 10000-series hoppers entered service with the beginning of Holly's Imperial Valley harvest. For people like Betteravia Ag Manager Randy Bauer, the new cars are "a dream come true."

Holly has good reason to be impressed. With a two-foot screen mesh top extension (much like the four-foot wooden "rack" extensions put on the SP gons in the '50s and '60s), the new hop-

PHOTOGRAPHY TED BENSON



pers offer a 4700-cubic-foot payload capacity. This means each car can hold around 96 to 98 tons of beets, a dramatic increase over the listed 62-ton capacity of the wood cars. At the beet dumps, this means each ITGX car is good for four double-semi truck loads of beets.

"It takes longer to load these cars," an operator at Holly's Calipatria loader observed, but unloading is quite the opposite.

"Poetry in motion," is Jack Immel's description of the RD system that can put 90-odd tons of beets in the Betteravia factory flume in about 30 seconds. Money in the bank is the general consensus once the labor-intensive unloading system for the wooden cars is considered. If the old beet gons can be likened to wooden day coaches with walk-over seats, the new beet hoppers are Amtrak Superliners by comparison.

Holly has 62 ITGX cars on line in 1992, with hopes for at least twice as many more in 1993. A fleet of approximately 400 cars will be needed to replace the wooden cars by 1994. As of June 1992, Holly had 412 wooden cars in service with 28 HLMX steel quad hoppers taking up the slack on a short term lease. Initial service assignments saw the ITGX cars working the Calipatria receiving station exclusively, with a daily spot of twelve to 15 RD hoppers supplemented by ten wooden cars. The result has been a four-day turn-around for the ITGX hoppers and a very pleased front office at the Betteravia refinery.

While no one could predict exact numbers or how soon more ITGX cars would come on line, no doubt remained as far as the future of the wooden beet racks is concerned.

"Don't look for roller bearings under those cars," Randy Bauer offers dispassionately. "It's not going to happen."

Fortunately, railroad museum operators are already approaching Holly regarding preservation of a few old wooden warriors.

The '92 "campaign"

As the rolling stock changes, so does the Holly harvest as California enters a sixth straight year of drought. Normally, the beet processing season at Betteravia begins in April with rail-hauled beets arriving from Los Banos and Dos Palos in California's northern San Joaquin Valley. Severe water limitations in 1992 saw the Los Banos crop dramatically reduced. The relatively few acres Holly did harvest were trucked to the company's Tracy refinery. Hopefully, a wet winter will return Holly's West Side harvest to more normal levels in 1993. In good years, the Los Banos campaign runs close to 30 days, highlighted by daytime rail operations on Espee's West Side and Coast lines.

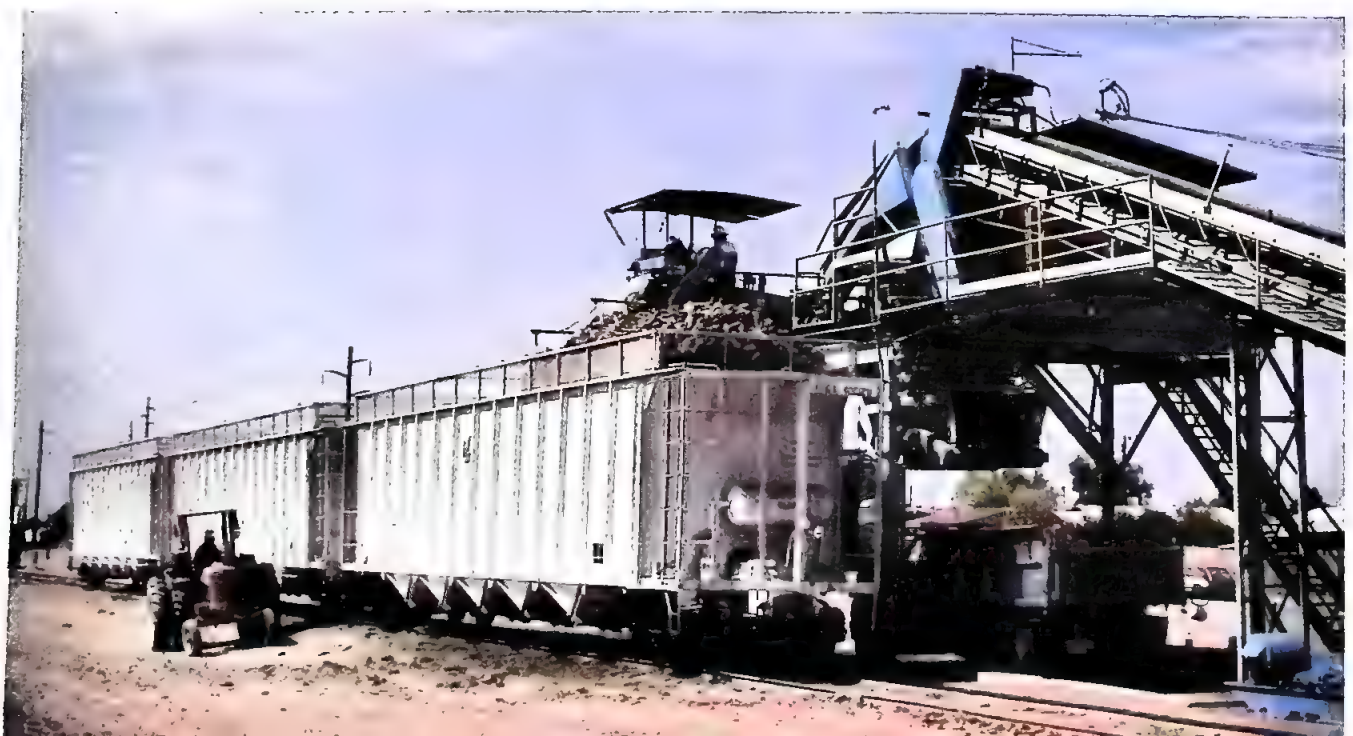
In sharp contrast to the dearth of activity on the West Side, Holly's Imperial Valley harvest has been one for the record books. Beet acreage in the IV maxed out at 13,500 acres, with high

THE "ROOT" OF THE MATTER at Calipatria is the harvest of sugarbeets that is brought in from the fields by double trailer side-dump semi trucks. Four double trailers will fill one of the new ITGX cars, such as the set here on May 19, 1992. A foggy October 8, 1991, afternoon found Santa Maria Valley 70-tonner Number 70 switching beet racks (**below**) at Holly Sugar's Betteravia refinery for a return to the SP interchange at Guadalupe. Bridge 90.16 over Pescadero Creek (**opposite**) is in Pajaro Gap east of Watsonville Junction, and the Sargent-King City Beet Switcher is heading west with empties for the beet dump at Sargent on September 12, 1991.

KODACHROMES TED BENSON

yields and very respectable sugar percentages from the crop. SP's role in the El Centro campaign was much the same as it had been in previous years. Beet cars from Holly's Betteravia refinery travel five miles of Santa Maria Valley Railroad to the Espee interchange at Guadalupe, where an evening crew takes the solid train of empties down the Coast to Los Angeles and on to West Colton. The following evening, a West Colton crew forwards the empties to El Centro, pausing to spot cars at the Calipatria dump on the way into the Imperial Valley. Remaining empties go on to El Centro, where local crews spot and pull the beet loaders at Meloland, east of El Centro, and Seeley, on the valley's western border.

Loaded beet cars are usually back in El Centro by early evening, where the outbound crew for the ECGUU (El Centro-Guadalupe Unit train) are on duty between 8:00 and 10:00 p.m. Heading north for the Yuma Main at Niland, the ECGUU picks up the "Calipat" loads and heads on over Beaumont Hill, almost always under the cloak of darkness. By mid-morning the loads are back to L.A. and heading up the Coast



sometime in the afternoon. Some years will see a dedicated beet crew working the Coast trains. Other years, like 1992, a pool crew handles the beets, making for erratic schedules north of Los Angeles. June 1992 saw beets making the 400-mile run from El Centro to Guadalupe in less than 24 hours. Holly officials were "quite pleased," to say the least.

Fall prospects for beet growers (and railfans) are mixed. Following the Imperial Valley harvest (May 1 through the middle of July this year), Betteravia's rail car fleet will rest until Labor Day, when the Salinas Valley campaign kicks off. Focal point for this harvest is Salinas, where past years have seen a Sargent-King City Beet Switcher bulletined on duty in early afternoon. From Salinas, the local heads north through Watsonville Junction and the Pajaro Gap to Sargent, a receiving station hard by Highway 101 south of Gilroy. Exchanging 20+ empties for an equal number of loads, the beet switcher returns south to Salinas, usually for a meet with Amtrak's *Coast Starlight* No.13, before heading on to work the beet dump at Camphora, just north of Soledad. Combined loads from Sargent and Camphora are left at Soledad while the crew runs light engine to pull loads at King City and then hightail it back to Salinas ahead of the late evening call for the Santa Margarita Beet Hauler. The term "switcher" is somewhat misleading. Normally, the afternoon local crew uses the same four six-axle units assigned to the night crew at Salinas.

Coming on duty around 9:00 o'clock, the Santa Margarita job heads south to pick up its train at Soledad, filling out the consist with another pick-up at King City. South of King City, the consist fills out around 70 cars between locomotive and caboose.

Caboose? Indeed. In 1991, the Salinas Valley trains were the only beet jobs to merit the addition of a caboose, primarily out of deference to the tortuous grade over Santa Margarita Hill and the hotbox potential of the wooden beet cars. What effect the new ITGX cars will have on the use of cabooses in 1992 remains to be seen.

South of Santa Margarita, a single beet crew handles the Salinas harvest. Called around 11:00 p.m. at San Luis Obispo, empties normally depart the last remaining yard track at SLO for the climb over Cuesta Grade to Santa Margarita and a wee-hour exchange of trains with the hauler crew out of Salinas. Helpers have been standard procedure for eastbound trains of loads the past few years. Operating practices have varied, depending on how much favor SP places on Coast Line freight service at any given time. In lean years, the beets go over Margarita Hill in two cuts, making a long night even longer. South of San Luis Obispo, it's a quick turn to Guadalupe, where the crew sets out loads on the Santa Maria Valley interchange, gathers their empties and returns to SLO to tie up shortly after dawn.

In good years, the Salinas Valley harvest runs well into the October rains. This year, with October rain fast becoming a memory, the Salinas campaign is set to run just 18 days. In all likelihood, the King City beet dump will not operate in 1992. In addition, the fall harvest from Lathrop, a small receiving station in the northern San Joaquin Valley, is slated for processing at Holly's Tracy

SANTA MARIA VALLEY GE 70-tonners 10 and 20 were bringing a cut of empty beet racks into Betteravia to be swapped for the waiting loads on October 8, 1991, during the Salinas Valley campaign. The venerable wooden gons are being replaced by the new ITGX "beet liners" like the trio (**opposite bottom**) being loaded at Calipatria on May 19, 1992. Eastbound beet loads bound for the beet receiving station at Camphora were rolling past the lettuce crop sprinklers (**opposite top**) at Spence on September 13, 1991.

THE KLAMATH BASIN HARVEST found three SD9s shoving loaded beet racks away from the loader at Merrill. Oregon, on the Modoc Line on November 19, 1991. The next evening found the loads out of Klamath Falls (**below**) waiting out a meet at Black Butte with the hot eastbound LABRT. The destination for the Klamath harvest is Holly's refinery at Hamilton City, Cal., where former-SP Alco S6 1273 (**opposite top**) was working on November 21. Note the "H-O-L-L-Y" in the switcher's train indicator boards.

factory. Past years have seen Lathrop beets forwarded to Salinas on a pair of locals out of Warm Springs, a suburban yard in the East Bay area north of San Jose. Lathrop will not open in 1992, and the long-term prospects for the rail dump there are dim. Drought and decreased acreage due to urban expansion have basically ended Lathrop's eight years of service for Union and Holly Sugar.

Northern California beets

Up north, the beet picture is decidedly brighter as Holly's Hamilton City refinery gears up for its third campaign in the Klamath Basin straddling the California-Oregon state line. Beet cultivation in this potato-rich growing area began on a test basis in 1989 with Holly shipping its first rail-haul harvest south to "Ham City" in the fall of 1990. With beet tonnage and sugar percentages nothing short of phenomenal, growers in the Klamath Basin embraced the new cash crop in 1991, harvesting 5000 acres last year. This year the Klamath acreage stands at 6000, with beets being stockpiled at receiving stations in Merrill, Oregon, and Stronghold, California. Holly hopes to begin the Klamath harvest around October 5, with rail shipments commencing October 19.

Southern Pacific's involvement in the Klamath beet harvest is particularly intriguing. Operations are centered in Klamath Falls, Oregon, where a daily local works down the Modoc line to Merrill and Stronghold. Billed as a Staley Turn, the Modoc beet job is normally on duty at "K-Falls" around 9:00 a.m. and back to town in early afternoon. In the first two campaigns, SD9s ruled the Modoc beet jobs, providing a delightful dose of 1950s vintage railroading with the mix of 567 prime movers and wooden beet racks. Hopefully, 1992 will see the Cadillacs still in full force on the Modoc trains, albeit with new ITGX hoppers front and center in the consist.

South of Klamath Falls, 1991 saw the Modoc beets running as a KFRBU (Klamath Falls-Red Bluff Unit train), on duty in mid-afternoon for the largely after-dark journey past Mount Shasta and down the Sacramento River Canyon to Red Bluff, where loads and empties are exchanged at Rawson siding just south of town. At Red Bluff, the 7:00 a.m. Red Bluff local crew takes over for the trip to Wyo, on SP's West Valley line, and the last ten miles over the Hamilton City Branch to the Holly refinery. Six-axle power dominated the KFRBU trains in 1991, while a mix of

GP9s and GP40-2s handled local runs out of Red Bluff.

An interesting twist on the operation in 1991 saw Geeps on both ends of the Red Bluff job, pushing and pulling the beets to Ham City in an effort to speed up switching at both ends of the line. A similar operation is expected this year.

At presstime, the Klamath harvest was expected run around 30 days.

GE and Alco switchers

Switching on the refinery ends of the campaigns at Betteravia and Hamilton City is a study in small power from minority builders. Santa Maria Valley remains the domain of GE 70-tonners, but there is a possibility this situation could change, perhaps as early as the Salinas Valley harvest. Parts availability and increased maintenance expense has caused SMV officials to start looking elsewhere for more user-friendly motive power. While the little GEs aren't slated for mass retirement in the near future, there is a good chance that the September harvest may find a GP9 on the line.

Switching at Hamilton City is handled in style by a former SP Alco S6, the old 1273, now sporting a sharp, white, black, blue and red trimmed Holly paint scheme, complete with "H-O-L-L-Y" in the SP train indicator boards. The Alco does the heavy work boosting loaded beet gons up the unloading track, while a four-wheeled Whitcomb "dinky" pulls empties off the dump line. Switching activity at "Ham City" tends to peak in afternoon and evening hours, while SMV does the majority of its work at Betteravia between 8:00 a.m. and 4:00 p.m.

Railfanning the beets

While generally receptive to railfans, the Holly refineries are *not* in the business of providing guided tours, and neither facility is keen on visitors who simply walk on the property. Access is strictly limited, and permission to enter must first be requested in the front office at both locations. Given the variables of the processing cycle, access for photography is not always possible. Try to telephone ahead of time to ascertain if a visit can be arranged. At both factories, good photographs can be made from adjoining public highways and streets. Needless to say, photography on SP property is forbidden without written permission from the company. Again, decent public access is available off the property, and more often than not, that's where the best shots are in the first place.

Change: It's everywhere you look as Southern Pacific and Holly Sugar work through the 1992 beet campaigns. If you've got a sweet spot for beet racks, "beet liners" and an intriguing blend of motive power and operation, there is much to recommend in a visit to California's sugarfields this fall.

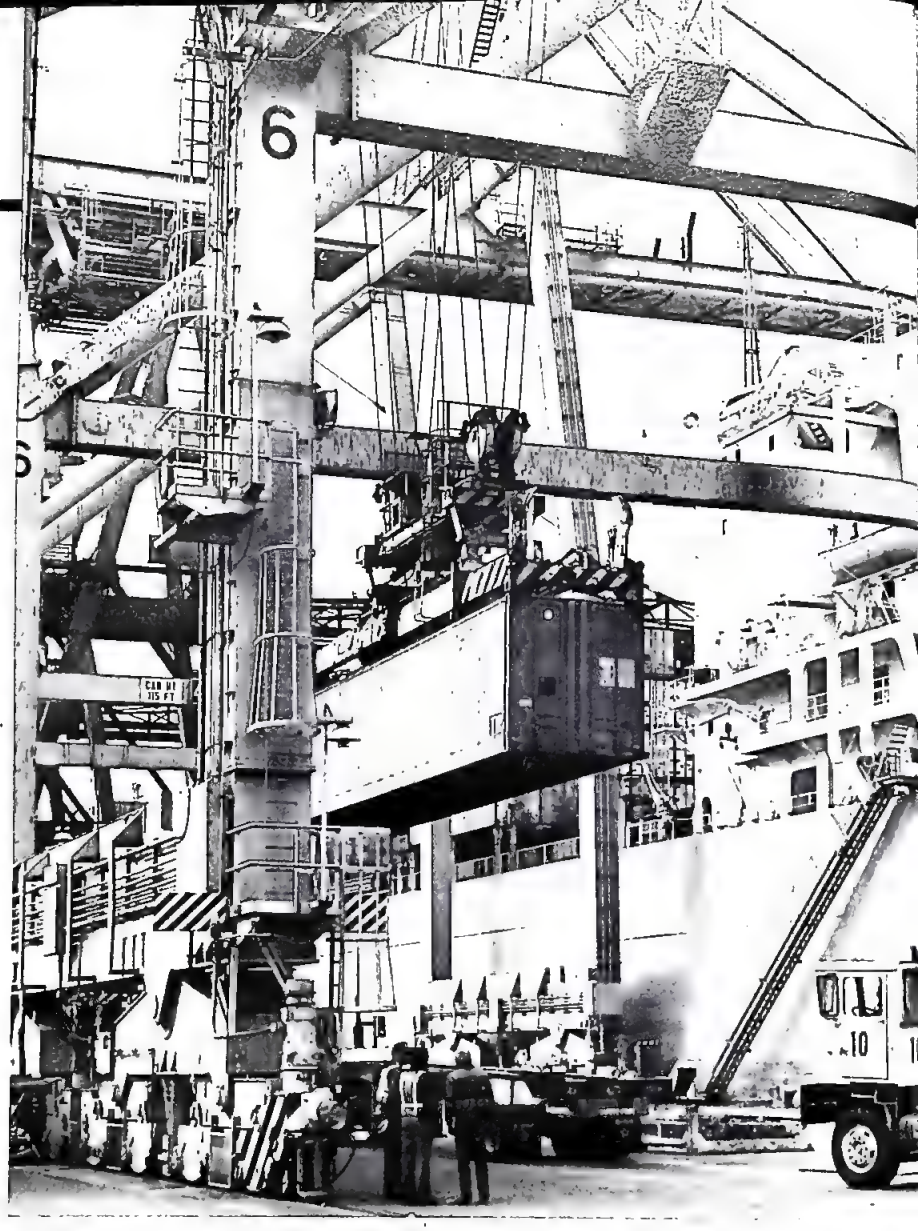
ITS

by David C. Crammer

Containers revolutionized international shipping in the 1970s, and double-stack trains revolutionized the container business in the 1980s. "Land bridging" across the North American continent has become so cost-effective that many of tomorrow's ocean-going container ships will be too large to fit through the Panama Canal. Much of the commerce between the Pacific Rim and all regions of the United States now flows through the West Coast container ports.

One of the more interesting and understandable of these ports is the International Transportation Service (ITS) facility at Long Beach, California, in greater Los Angeles, which is one of three West Coast terminals for "K" Line (one of the three big Japanese shippers, the others being NYK and Mitsui OSK). The ITS terminal was built in 1971 at the very beginning of the containerization boom with tracks on the docks and areas for sorting and trans-loading the boxes.

Prior to containerization, the traditional method of handling cargo had been to unload the hold of a ship and then store the load in a warehouse for sorting to various destinations and rail or highway carriers. If the warehouse had rail access, it was loaded directly from there. If not, the cargo was loaded onto a truck, driven to a railhead and then reload into a boxcar or onto a flatcar. With the development of cargo containers the opportunity arose to eliminate the warehouse and the truck



CONTAINERS ARE UNLOADED using the huge rail-riding cranes that reach over the ships, such as this one working on the "K" Line ship *Manhattan Bridge* on January 28, 1991 (**above** and **right**). The boxes are lowered onto a truck chassis and taken to a storage or reload point by "Hustler" tractors. The Union Pacific's LBKL7Z (**below**) was passing the Paramount depot on the San Pedro Branch, bound for Cajon and Chicago.

PHOTOGRAPHY DAVID C CRAMMER

"K" Line and ITS at Long Beach

The International Transportation Service container port near Los Angeles

and simply unload directly from ship to rail.

In the mid-1980s "K" Line decided to take advantage of ITS's dockside rails by contracting with major railroads to transport its unit trains to distribution points across the U.S. By unloading the ship at the ITS and routing containers across the country via rail "K" Line could cut ship-to-rail transit time by twelve to 24 hours and total transit time from eleven days ship transit to five days rail transit. While the expense would be higher in terms of charges to the companies utilizing this service, it would allow factories to maintain a lower inventory and guarantee them a more reliable delivery.

Land bridge and double-stacks

The land bridge distribution concept involved more than just Long Beach. To carry out its plan "K" Line (whose full name is Kawasaki Kisen Kaisha Lines) created several subsidiary companies. In addition to ITS there was Transbay Container Terminal, Inc., in Oakland, Cal., and Husky Terminal & Stevedoring, Inc., in Tacoma, Washington. To connect to the east, they created the Rail Bridge Corporation and the Rail Bridge Terminals Corporation in Elizabeth, New Jersey. "E-Rail" in Elizabeth opened in November 1988 and is the newest facility on the system.

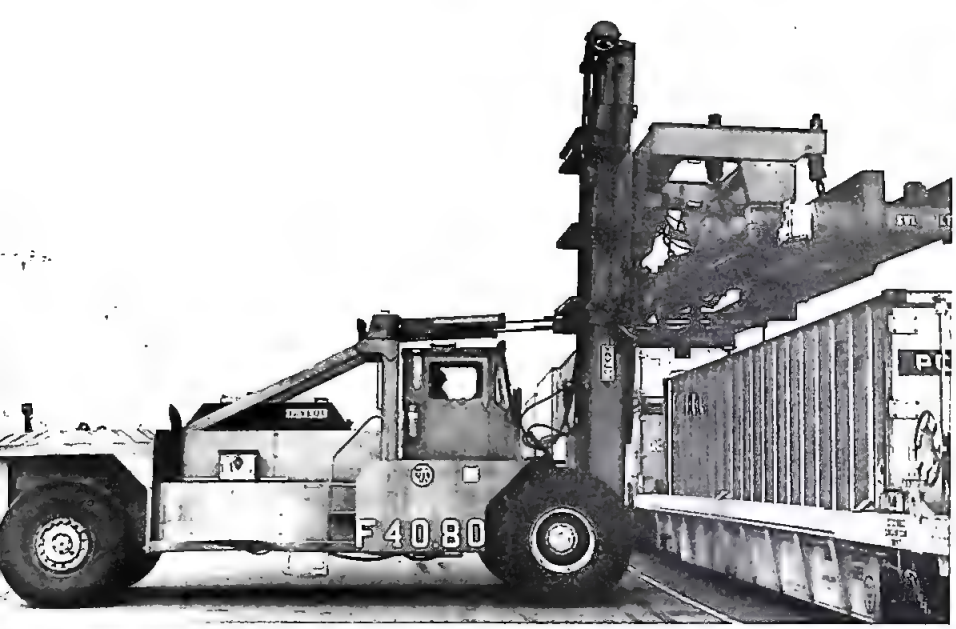
Actually, "K" Line's first experiment of this nature was the Tacoma Husky Yard which provided "near dock" rail access. In actual fact, the rails at the Husky terminal are closer to the ship-side than at ITS; however, the containers are first unloaded and taken to a "point of rest," after which the Port takes the container to the train. The Oakland facility is considered not "near" or "on" dock, but "close."

ITS is designated as a Common User Terminal, which provides access to all steamship lines as well as "K" Line's weekly service (also using the yard is a French, Dutch and German consortium, a Mexican and a Filipino line). All three major railroads in L.A. provide service to the dock. Through its subsidiary Rail Bridge Corporation, "K" Line uses the Union Pacific and Santa Fe for its transcontinental traffic. The UP provides access to Chicago over the Chicago & North Western and the East Coast via a connection with Conrail. The Santa Fe "K" Line train operates to Houston, with cars then forwarded to destinations like Dallas, New Orleans and Atlanta, with part of its consist connecting to Mexico via El Paso, making the turn south at Belen, New Mexico.

The only other container train regularly using ITS is a Southern Pacific operation for TransPacific Mexican Line (Mexicana Linea) with a run between ITS and San Francisco. This is a train with a ten-day cycle, about 60 loads up and 60 loads down a week with trailers or containers on flatcars rather than double-stacks. The Mexican line finds L.A. a more economical port than the Bay Area because L.A.'s large population translates into a larger volume and because L.A. has excellent truck and rail connections.

The Long Beach facility

Located at Pier J in Long Beach, ITS has expanded over the years from approximately 50 acres to a current 103.6. It is on a fork-like projection into the Outer Harbor that surrounds the Southeast Basin. Just east of the ITS site are two of Long Beach's most famous landmarks, the ocean liner *Queen Mary* and Howard Hughes' "Spruce Goose" airplane. Northwest of ITS is the Metropolitan Stevedore facility that is

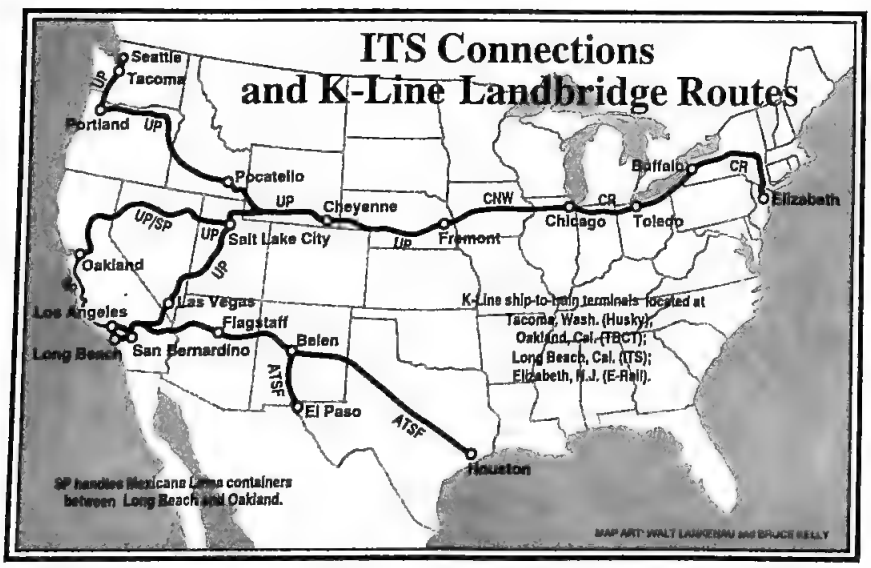


COMPUTERS MONITOR nearly every operation at ITS; the clerk trucks contain MODAT terminals (**above right**) linked to two IBM mainframes to keep track of live inventory in real time. The computers can be accessed by the customers for continuing updates. The boxes are loaded onto the double-stack cars using rubber-tired "side lifters." The overall view (**opposite bottom**) of Long Beach Harbor shows the ITS facility just to the left of the *Queen Mary* and white dome housing Howard Hughes' "Spruce Goose" flying boat.

famous for its two ex-SP Alco RDS12s and a Baldwin S12 switcher.

The length of the berth where ships tie up to be unloaded at ITS is 2300 feet, with a water depth of 42 feet. Three Paceco heavy lift transfer cranes and two IHI cranes are used to load and unload the ships, while in the yard are a total of 21 yard transfer cranes, three top handlers and six side handlers. Truck entrance consists of 20 gates that are primarily designated as nine in and eleven out, but this can be changed as the need arises. The four rail tracks in the ITS facility can accommodate over 43 five-unit platform cars.

The idea of an "on dock" transfer may lead one to think that the crane unloads from the ship directly to the double-stack car sitting below it. This is not quite correct. The crane places the container onto a truck chassis that is pulled by one of ITS's Hustler tractors over to the tracks where it is hoisted up by either an overhead lifter or a side lifter and placed on the railroad car. If the container is not yet ready to be placed on a rail car, the Hustler takes it to an appropriate place on the dock where it is unloaded by a Trans-Tainer and decked. Overhead, side-lifter and Trans-Tainer cranes are all mobile, riding on huge tires, while the dockside cranes travel on their own rail system. The "dockside transfer" designation comes from the fact that the whole process is handled on and by the same facility. In contrast, the Southern Pacific's big new ICTF (Intermodal Container Transfer Facility), about four miles inland at Dolores Yard, brings all of its containers onto the site by highway truck from the various ship piers in the area. Only one other facility at Long Beach has the rail capability for "on dock" transfer, but it is not presently doing any rail service.



Container cargo vessels are classified for capacity by "TEU"s, which translates to "Twenty-Foot Equivalent Units." A 40-foot container counts as two TEUs. The "K" Line container ship *Manhattan Bridge* has a capacity of 3532 TEUs. At ITS on the last weekend in January 1992 it unloaded 1614 containers and loaded 1898, with 20 containers being rehandled (which means that they had to be unloaded because they were in the way and then reloaded; sometimes a container arriving late at a port cannot be properly placed until it reaches the next port, at which time it is repositioned or rehandled). Those 1898 inbound containers would have filled up 949 rail "platforms" or 190 five-platform double-stack cars. The longest double-stack train that the UP will handle (due to passing siding lengths) is 28 five-platform cars, which will be a little over 7400 feet in length plus motive power. That 28-car, nearly mile-and-a-

half long train would hold 280 containers.

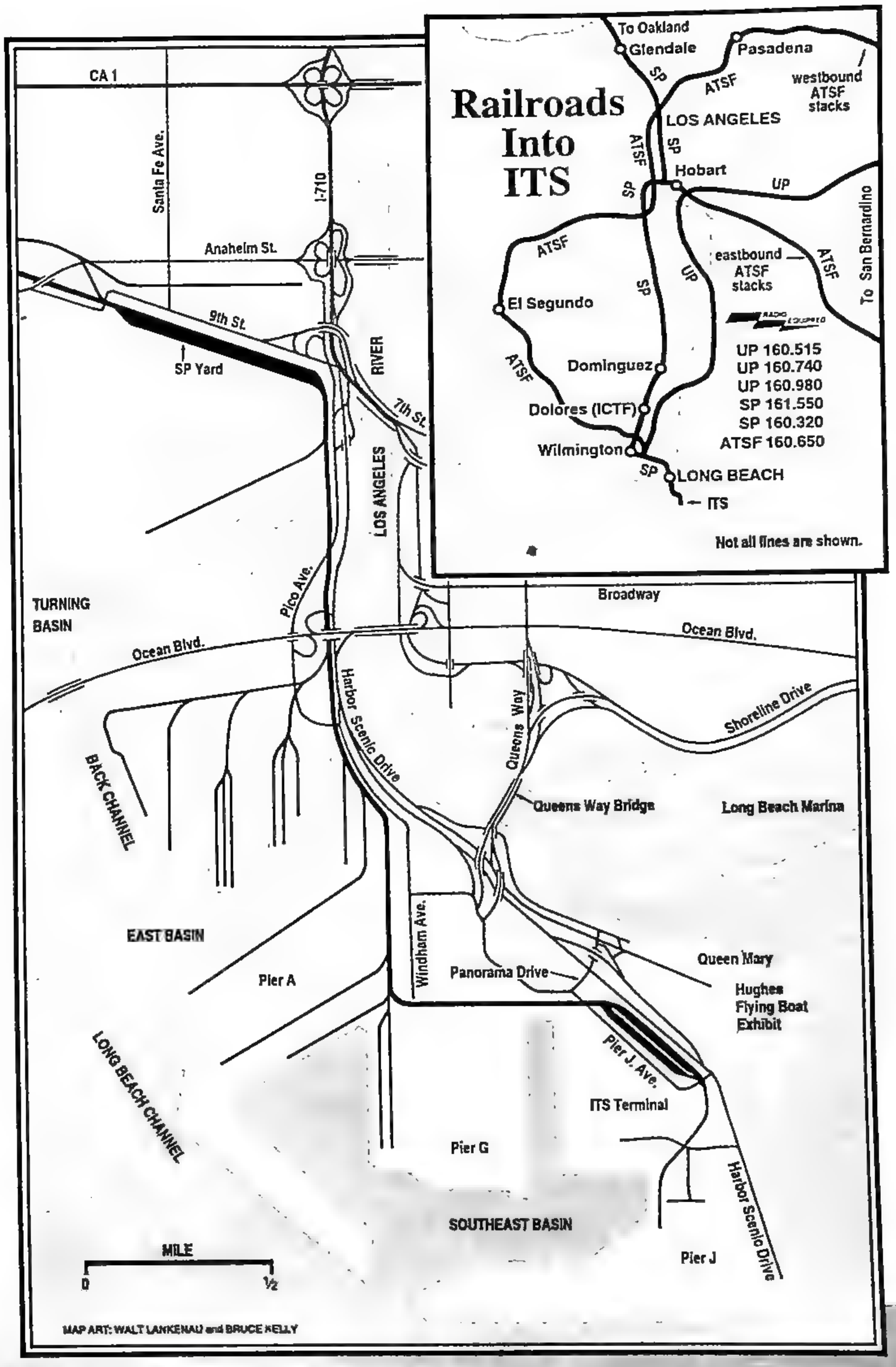
The ITS facility also provides an on-dock freight system which allows containers to be loaded at the terminal, combining loads that would otherwise have been less than full. Overweight containers (different states have limits as to the allowable weight of a container that can be shipped over their roads) can be loaded or unloaded to make them "street legal." These services make it convenient for the customer to ship through ITS.

Although the term "break bulk" applies to conventional non-containerized cargo, at ITS today it generally applies to such odd-sized items as airplanes, helicopters, trucks and large tractors, as well as mobile homes destined for Mexico. Recently they handled an entire water pumping station for China.

ITS also provides its own maintenance service to repair faulty equipment including chassis, containers, "reefers" and crane equipment (the cranes are owned by ITS and not leased from the port). Crane cables have a life expectancy that must be charted to minimize down time. Reefers (refrigerated containers) can be washed out and steam cleaned at the terminal and be monitored with 384 reefer receptacles available until they are loaded onto ships or trains.

Computer tracking

ITS provides its customers with what is called "live inventory." While the ship is still at sea, its cargo is already assigned to a block space in the yard via computer. When the ship arrives, clerks transmit the location of each container utilizing a MODAT (Mobile Data Terminal) connected to a mainframe consisting of two IBM computers. This



KODACHROMES DAVID C. CRAMMER

A "K" LINE STACK TRAIN was eastbound approaching the summit of Sherman Hill in Wyoming on July 21, 1991, with an SD60M, SD60 and Dash 8-40C. An SD60 (**below**) was working the ITS job on February 3, 1991. At ITS, the containers are unloaded from the ships by crane (**opposite top**) and moved by tractor and chassis for storage or reloading onto a rail car, as shown on January 28, 1991, with the "K" Line container ship *Manhattan Bridge*. In August 1990 (**opposite center**) the Santa Fe's "K" Line stack train from Houston was descending the north track on Cajon Pass, bound for ITS.

eliminates the old hand-written method, which took so long to complete that the cargo often had been shifted to some other location before the first location had been recorded. Now any change in location is immediately entered into the computer, and the information is then instantly available to anyone accessing the mainframe. Customers can also check the location of their containers with an on-line link to their office computer. The operation is computerized from the gates to the ships.

Clerks are supplied on an as-needed basis from a pool maintained by the Longshoreman's Union. The rest of the outside labor is also provided by the pool, while the inside workers, also Longshoreman Union members, are permanent staff.

Rail operations

A "K" Line ship from Japan arrives at Long Beach once a week, on Saturday, if it is on schedule. Both the Santa Fe and UP coordinate their trains with the ship's arrival. The Santa Fe operates

out of ITS to Houston once a week with symbol QLBHO ("Q" train, Long Beach, HOuston), which departs after being loaded at ITS, usually on Sunday. The Santa Fe guarantees "K" Line transit time but not departure or arrival days, because those are dependent upon the ship's arrival time. The Santa Fe has no dedicated "K" Line westbound train but gathers the stack cars from Mexico and Houston at Hobart to be forwarded to ITS when the ship is due to arrive and the loading can be coordinated with the Union Pacific train. The railroad tries to time its inbound train around 3:00 o'clock Saturday morning to avoid tying up harbor traffic with a mile-long train. The train must be broken up and set out on the appropriate ITS tracks, and the cargo is then serviced by the terminal handlers. Once the train is spotted, the Santa Fe power heads back to Hobart.

The Union Pacific brings a "K" Line stack train out of the C&NW's Global 2 yard in Chicago on Wednesdays and runs it west on a 67-hour schedule as symbol KLLB3. On the UP the "K" Line stack trains are authorized 70 m.p.h. track speed. If the ship is not in or ITS is not ready, the train will be held at Yermo, The UP will then send the cars down from Yermo when ITS notifies them it can handle the train — with the resulting "YRLB" usually arriving at Long Beach late Saturday or early Sunday.

A couple of years ago, the UP operated two eastbound trains out of ITS, one bound for Chicago proper and one with containers for Conrail to be interchanged at Chicago. Since early 1992 these are being handled on one big train, the LBKL7, which usually departs at 11:00 p.m. on Sunday (a consist of 16 or less double-stack cars will operate under the symbol LBKL7Z, while more than 16 to the limit of 28 will be an LBKL7). The train covers the 2286.5-mile trek via UP and C&NW to the Global 2 facility in Chicago in 62 hours. The Elizabeth, N.J., cars are then forwarded to Conrail.

Unfortunately for photographers, much of the operation into and out of Long Beach itself is done after dark, but the colorful red and white "K" Line trains are often seen on Cajon Pass on both railroads in daylight.

With the combination of quick unloading and transfer to double-stack equipment, "K" Line has managed to come up with a system that can move from West Coast dockside to customer pickup in New Jersey in five days. This cuts six days off trans-Pacific cargo routed to New York Harbor via the Panama Canal. While this speed of service was possible with the early "COFC" (Container on Flat Car) piggyback service, it was the articulated double-stack cars that made the land bridge practical by drastically reducing slack action and the previously unacceptable damage claims (engineers say that a stack train handles "like a passenger train.")

As more and more shippers take advantage of the system, land bridge prices will decrease to become more in line with ocean transport rates, especially when the more efficient "post-Panamax" ships (bigger than the maximum size which can traverse the Panama Canal) are placed in service. At the present time it is more expensive to use the land bridge, but for time-sensitive cargo, it is the better economic choice.

Meanwhile, stack trains, "K" Line and ITS are here to stay.

CSX-ing the

by Doug Koontz

There are changes under way, but you can still find RF&P power leading the trains

Larry Hudson placed his left hand on the throttle at three minutes until ten on a cool, overcast October morning in 1991. In that hand he had 6000 horsepower at his control. As he pulled the stubby handle back, the two veteran GP40-2s took notice and gently tugged at the 29 piggybacks that followed. Hudson (RF&P's manager of safety & rule compliance and a former road foreman) had a 100-mile journey ahead as he departed Richmond, Virginia, for the

PHOTOGRAPHY / KODACHROMES· DOUG KOONTZ

RF&P

nation's capitol — a journey that would take him over the burial grounds of over 150 years of history.

On this day Hudson was acting as engineer on a Richmond, Fredericksburg & Potomac Railroad freight running over the oldest railroad in this nation operating under its original charter. However, his company would not live to see the 21st Century, as within days (on October 10, 1991) CSX Corporation completed a deal to bring the line that "Links North and South" into its fold.

The story of this transaction has been well reported in the public and railfan press as the Virginia Retirement System and Governor Douglas Wilder stepped in to block earlier offers by CSX as too low. The bone of contention was over 350 acres of land owned by the railroad sitting in the middle of Alexandria's Crystal City, a high rent office development suburb of Washington, which is some of the most valuable real estate in the country.

Thomas Schmidt, vice president-engineering of CSX and the current head of RF&P operations, equated the line to a 100-mile island surrounded on all sides by a giant corporate ocean. CSX was faced with bringing its valuable, time-sensitive freight out of Florida to Richmond where it would hand the trains off to the RF&P. CSX would have to stand idly by as the RF&P moved the trains north 100 miles only to return them to CSX at Alexandria for their journey to the Northeast.

By bringing the smaller line into the corporation, CSX could eliminate much paperwork, special tariffs and a critical lack of control over its trains. In mid-1991 another offer was made to CSX by the Virginia Retirement System (VRS) that addressed everyone's concerns. This updated deal transferred the rail operations of RF&P to CSX as a wholly-owned subsidiary, renamed the RF&P Rail*way*, and left the valuable real estate under the control of the RF&P Corporation, itself under the control of the VRS. This latest offer was accepted by all the parties involved and sealed the railroad's fate.

100 Miles of History

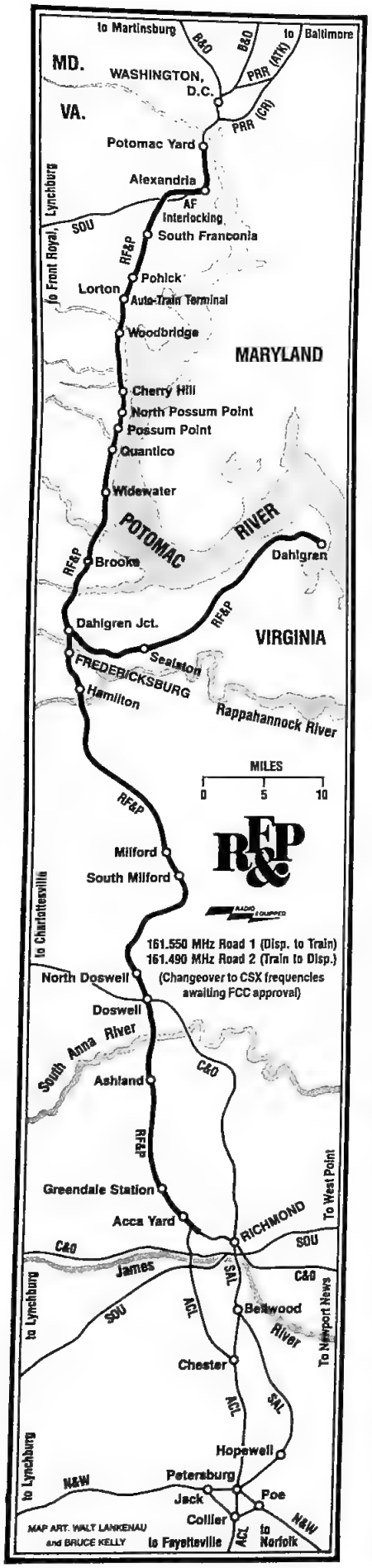
In the cab of RF&P GP40-2 141 leading northbound No.192, an Atlanta-to-Alexandria intermodal train, Hudson has the speed up to 60 m.p.h. rolling through Hanover County. At 10:15 he slows to roll along the city streets of quaint, quiet Ashland, where the tracks divide Center Street for the length of town. Brakeman E.W. Burnette, a 28-year veteran of the railroad, likes the big beautiful houses that line the rails here. He wouldn't mind owning one.

Departing Ashland, Hudson and crew next roll through Doswell, one of the RF&P's most famous locations. Here the C&O's Piedmont Division crosses at grade on its route from Richmond to Charlottesville. North of Doswell the RF&P rails stretch over a section deep in Civil War history. The RF&P was chartered 157 years ago by a special act of the Virginia General Assembly on February 25, 1834. The charter provided for a rail line to be constructed from Richmond through Fredericksburg with the right to extend north to the Potomac River or some creek thereof.

Prior to this, the earliest settlers had moved inland from the coast using the rivers as their source of transportation. A wagon trip required 38 hours to travel between Richmond and Washington, and the settlers were looking for a better way to get their goods to market. About this time, a new form of transportation called the railroad came onto the scene. Its immediate success caused local businessmen to draw up a proposal to build a railroad from Richmond northward to a connection with steamboats serving the Potomac River, according to the book *150 Years of History Along the RF&P* by William E. Griffin Jr., the RF&P's director of personnel & labor relations and unofficial historian. To encourage the building of the railroad, the state bought a sizable chunk of stock: 2752 shares. The state also added a protection clause that no competing railroad could be constructed for a period of 30 years.

Once construction was under way, the RF&P reached the South Anna River on February 13, 1836, and was opened for service with stagecoaches connecting with the steamboats that plied the Potomac River and Chesapeake Bay. Additional track construction was completed over the next several years, and as each section was opened for service the duplicate stagecoach route was eliminated. The RF&P finally reached Aquia Creek, northeast of Stafford, on November 1, 1842, and a direct link with the steamboat lines was made, eliminating the stagecoach segments forever. To ensure better travel conditions for its passengers, the railroad even acquired one-half stock in the Potomac Steamboat Company. At a time when the RF&P seemed most ready for prosperity, a decade of adversity struck.

LARRY HUDSON had RF&P GP40-2 141 rolling northward at 53 m.p.h. on No.3 track near Brooke, Va., with 29 pig flats on train R192 in October 1991. Sister 142 had R176 northbound at Possum Point along Quantico Bay (**opposite top**) on June 2, 1991. A sign of the times was the CSX power (**opposite bottom**) at Acca Yard on October 19, 1991.



The War Between the States

On April 17, 1861, Virginia seceded from the Union. During the ensuing years the RF&P would play an important role in the strategies of both armies during the Civil War. The railroad was occupied, fought over, destroyed and rebuilt many times as it was used as a supply line for both sides.

Union forces took control of the steamboat operations and cut the RF&P off from the north at the onset of the war. The Confederates utilized the entire south end's rail operations. However, the Confederates retreated to Fredericksburg as the Union approached the Aquia Creek steamship wharf via boat in the spring of 1862. During their retreat the Confederate Army destroyed the line and burned bridges to prevent the Union from using the RF&P to their advantage. The pursuing Union forces marched south, and both armies drew battle lines on opposite banks of the Rappahannock River at Fredericksburg. Without a supply line, the Union Army under Major General Irvin McDowell could not push further south. The North had to rebuild the railroad quickly.

By working day and night the northern forces under the leadership of Colonel Herman Haupt rebuilt in a matter of days a stretch of track and several large bridges that had originally taken the RF&P almost a year to construct. President Abraham Lincoln was so impressed by his forces' accomplishments that he personally visited the area to inspect their work on May 23, 1862.

The Union forces that had been pushing south on the RF&P were quickly recalled to defend the District of Columbia when a young Confederate General named Thomas J. "Stonewall" Jackson attacked from an inland route. Like their counterparts, the Union not wanting the South to make use of their work, destroyed the RF&P a second time.

By November 18 the Confederates had failed to capture Washington, and the tide shifted once more. The Union's decision to burn the RF&P came back to haunt them. Needing the line once again for supplies, the Union forces set out to rebuild the railroad. Once complete, the Union tried a new tactic to speed the supplies to their troops. Complete trains were placed on steamships and floated down the river to Aquia where they were forwarded to the troops without any transloading. Intermodal in 1862!

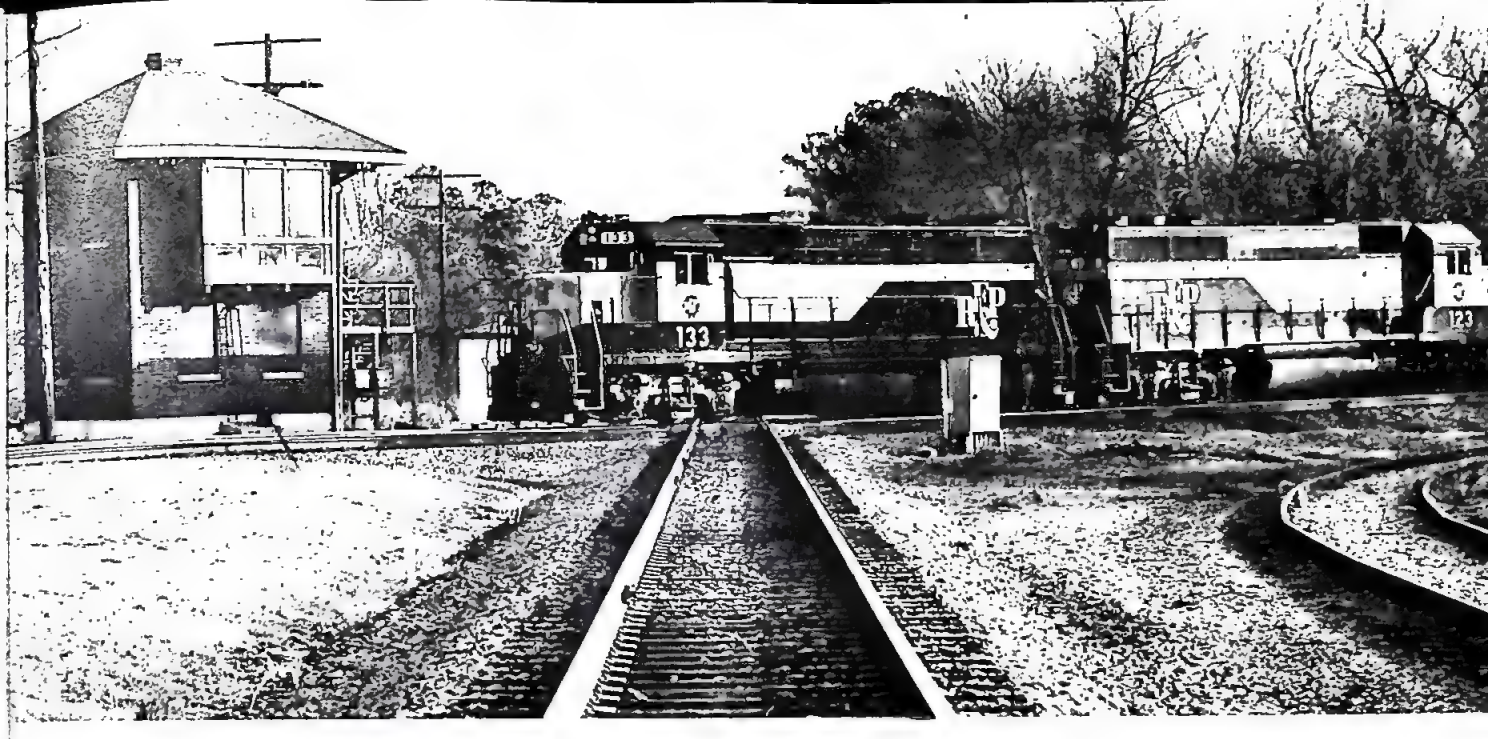
Supplied by both ends of the RF&P, the armies of the Union under General Ambrose E. Burnside and the Confederates under General Robert E. Lee faced each other at Fredericksburg in December of 1862. The ensuing battles inflicted heavy loss of life on both sides. When the war turned north once again, the Union retreated, leaving the RF&P intact only to have the following Confederates destroy it for the third time. The line would see its final rebuild as the war pushed south for the last time as Ulysses S. Grant campaigned against Richmond. This forced the Confederate leaders to flee and the South to fall in April of 1865.

After the war the railroad was rebuilt and resumed operations. However, icy conditions closed the Potomac River during the winters of 1867 and '68 forcing a decision to build north to Alexandria, and the steamboats were forever relegated to the history books. The RF&P's charter did not allow for more than a ten-mile branch to be constructed once it reached the Potomac. The Pennsylvania Railroad, through its subsidiary Washington Southern, built south and connected with the RF&P near Quantico. The Washington Southern was one of the railroads that created the Richmond-Washington Company in 1901 to build a huge new interchange freight yard in Alexandria, Virginia. Potomac Yard was opened for service in 1906, and the Richmond-Washington Company ensured that all the participating railroads (PRR, SAL, ACL, B&O, C&O and Southern) would get fair treatment for all freight moving through the facility. The RF&P merged with the Washington Southern in February 1920 and became the operator of Potomac Yard.

The modern RF&P pays little attention to its history during day-to-day operations. Only Meads Monument near Fredericksburg and the death place of Stonewall Jackson at Guiney's Station (now known as Guinea) mark the railroad's rich history. Meads Monument, a loose stone pyramid located near Hamilton's Crossing, most likely was built to mark the point of deepest penetration by General George Meade in the battle of Fredericksburg. Built near the spot where the Union general was turned back, the monument is today under the care of the National Park System. "It is unique in that it is a monument to a Northern general built in the South," stated Bill Griffin. Jackson's Shrine, likewise under park protection, marks the location where Confederate General Jackson was brought to recuperate from a gunshot wound inflicted by his own troops as he returned from an inspection trip. Jackson's left arm was amputated at a field hospital before he was moved to the Fairfield Plantation at Guiney's station. Pneumonia set in, and he died on May 10. His body was moved to Richmond on a special RF&P train.

Back aboard 192

As train 192 rolls into Fredericksburg at close to 60 m.p.h., there are no signs of the once-bloody battles that took place on the high bluffs over looking the



THE TROPICANA JUICE TRAIN R250, led by an RF&P GP35, was hammering the C&O diamond alongside the unused tower at Doswell, Va., on an October 1991 evening.

Rappahannock River. At Quantico, Hudson's train slows to meet the Florida-bound Amtrak *Palmetto* at 12:05 p.m. As the two trains roll past, a group of military aircraft is seen taking off at the large Marine base that surrounds the railroad here. In addition to the latest military helicopters using the nearby runway, a selection of historic planes is on display near the tracks as part of a Marine Corps museum. Quantico is the Marine base that houses HMX 1, or Marine 1, the President's helicopter squadron.

Just north of the Amtrak station stands the only piece of single track on the otherwise double main line. Constructed in 1987 over Quantico Creek, this concrete ballasted-deck bridge was built to replace a settling double track structure.

North of Quantico, the tracks swing out along the banks of the wide Potomac. Sailboats, bird blinds and marinas flash past the locomotive's windows in views that are more like those seen off the decks of pleasure boats than from the cab of a freight train.

Train 192 rolls into Alexandria at 1:05 p.m., three hours and eight minutes after departing Richmond. Here the rural flavor of the RF&P gives way to the big city look. The surroundings change from forest to the high-rises of Crystal City as the train slows to enter the maze of switches leading to Potomac Yard. As the piggyback train receives a white signal (CSX parlance is "lunar"), a Metro subway train overtakes it on the parallel electric line. Surrounding the locomotive as Hudson pulls up to a smooth stop on the piggyback ramp at 1:21 p.m. is a rail yard that will soon be all but closed. Its future under the current plans of the RF&P Corporation and the Virginia Retirement System is for redevelopment as real estate.

The RF&P as CSX

The first and most visible change that has come to the RF&P is in how the line is identified. The main line northward from Richmond's Amtrak Grendale station is now the RF&P Subdivision of the CSX Baltimore Division. Acca Yard has been placed under the jurisdiction of the CSX Florence Division. Phones and radios are now answered in the new manner. The unions have been placed on notice that CSX would like to extend its crew districts to Baltimore, Brunswick and Philadelphia.

On the locomotive side, RF&P's GP40-2 and SW units are having their cab signal and Automatic Train Control equipment removed and placed on a like number of former Chessie GP40-2s that have dynamic brakes, which all RF&P units lack. These Chessie units are being assigned to intermodal trains 175/176 and 192/191 which run through to Baltimore and Kearny, N.J. When this conversion program is complete, all units in the RF&P 140 series will be without their cab signals and ATC and will fill in on local and yard assignments around Richmond. The locomotives already minus their controls have found a home most frequently working the Hopewell and Clopton turns south out of Acca on old Seaboard lines and leading the unit trash train running eastward on the old C&O to Mt. Castle.

Probably by the time you read this, most of the remaining RF&P administrative staff in Richmond and the train dispatchers in the Acca Transportation Center (overlooking the south end of Richmond's Acca Yard) will have been relocated to CSX headquarters in Jacksonville, Florida. The locomotive and car shop at Acca will remain with a reduced capacity. All heavy backshop work will be transferred to Waycross, Ga., with only road servicing performed at Acca.

Operations have not changed drastically since the takeover by CSX. The cab signal and ATC system can be credited with the continual use of RF&P locomotives leading all trains except those handled by the eleven cab-signaled Chessie GP40-2s (6235-6245). The days of pure RF&P power consists are mostly over. Current operating practice finds one RF&P unit added to the front of whatever power shows up at the respective end terminals.

One new situation during recent months has resulted in the operation of long-hood-forward units on most southbound trains. With the turntable at Potomac Yard out of service, there is no longer a way to turn locomotives on the north end. Because of this, CSX has turned all RF&P units so that their short hoods face northward. The remaining RF&P GP35s and non-Dash-2 GP40s are equipped with dual controls and are quite able to lead on a main line were they cannot be turned. This has

AMTRAK'S YARD CONDUCTOR throws the derail leading to the RF&P main at the *Auto-Train* facility in Lorton, Va., in April 1992 to permit the F40s to pull out and double over the auto racks onto the passenger consist to prepare for No.53's departure.

resulted in the older units keeping the hot jobs instead of the newer single control stand equipped GP40-2s.

The future of the cab signal system seems firm even though a resignaling of the line is in progress. This resignaling replaces the small dwarf signals used on the "wrong main" at interlockings with high mast signals. Standard practice during RF&P days found right-hand-running high mast signals in place over the length of the main line. When a train operated on the opposite main, indications were picked up by the cab signals. Only at interlockings where more complex signal combinations were required (than the cab signal device can display) were dwarf signals in place to supersede the cab signals. Certain areas of the north end of the line, however, did have reverse signaling.

Defect detectors and crossing signals are interlocked into the cab signal system so that a detected defect or a gate failure will cause the cab signal to display a restricting aspect. One result of the CSX takeover was the January 1, 1992, implementation of the practice of verbally calling out signal aspects over the radio. While RF&P crews always called signals to each other inside the cab, the new practice gives warning of a train's approach to anyone lineside with a radio or scanner.

The RF&P's main line numbering scheme is an interesting item. The two main tracks running the length of the railway are designated as No.2, the eastern main, and No.3, the western main. At the two major yards, Acca and Pot, additional tracks form a multiple track main line numbered ascending from the east. At appropriate locations moving away from these yards, the outermost tracks merge to form the two main lines. Rather than renumber the mains at this point, they retain their numbers for the length of the railroad.

Pot Yard

The changes taking place at Potomac Yard are almost a story in themselves. What was once one of the most modern rail yards in the country has come full circle. With CSX at both ends and Conrail trying to avoid the Amtrak corridor with heavy freight, the need to reclassify trains for southern connections has diminished. All tenants have begun to run through and pre-block trains at their own yards.

January 1, 1992, found the intermodal ramp closed. No longer do intermodal trains stop at Pot Yard for anything more than a quick crew change. The future for Pot Yard will find only a bare bones section of track used for set-outs, local switching, inspections and locomotive changes. Even now all of the switchers used in the facility have been idled, awaiting disposition by CSX. With the yard sitting adjacent to Crystal City, the desire is strong to move the rail operations and main line from the west side of the yard and away from the high-rises allowing more land to be available for development. Current plans call for a new main line to be constructed parallel to the Washington Metro on the east side of the present yard.

A consolidation of the numerous CSX yards in Richmond is also in the planning stages.

Today's traffic

Normal operations find two intermodal trains running in each direction over the RF&P. Northbounds R176 and R192 get out of Richmond any time from morning to early afternoon. Number 176 usually runs first. Southbounds R175 and R191 leave Pot Yard in early afternoon, usually running very close together.

Merchandise trains include R409 departing Pot Yard during the mornings; it is most readily identified by the presence of orange juice empties and trash in its consist. The trash moving from northeast locations on Conrail to an eastern Virginia landfill rides in silver containers on flatcars and is normally coupled behind the units. The R409's counterpart R410 gets out of Acca in early morning. Freights R412 and R413 show up with mid-day departures from their respective terminals. Freights R405 and R406 tend to move early in the morning. Trains Q400 and Q401 depart their respective yards later in the day and usually show up on the road around dusk. A regular visitor to the RF&P is the northbound movement of Tropicana Orange Juice train R250. The current schedule finds this northbound-only unit train running on Wednesdays and Saturdays.

WHERE ELSE IN AMERICA can you regularly see a 48-car passenger train? On June 2, 1991, the southbound *Auto-Train* was crossing Quantico Bay with the Virginia Electric Power Company Possum Point plant in the distance. The Virginia Railway Express commuter service (**below**) began on the RF&P in July 1992. The Tropicana Orange Juice train from Florida is shown (**bottom**) at Milford on September 7, 1991.

To keep up with the numerous Amtrak movements a current copy of their public timetable is a necessity. It lists 16 trains moving over the RF&P daily — with 14 running in daylight! The only peculiarity worth mentioning is the Sunday sequence change involving the *Virginian* and *Colonial*. During weekdays and Saturday morning the *Virginian* and *Colonial* are both morning trains operating out of Richmond and Newport News respectively. On Sunday the *Virginian*'s schedule is annulled and its train consist becomes the morning *Colonial* operating out of Richmond. The *Colonial* becomes the *Tidewater* and departs Newport News later in the afternoon, giving beach patrons a

KODACHROME JOHN J. SCALA

long weekend stay in the Atlantic resort area.

A recent weekend of train-watching on the RF&P netted 20 trains during daylight hours on Saturday: eleven freights and nine passenger trains. Sunday found traffic only slightly lighter with 19 trains total, nine freights and ten passenger.

Commuters on the RF&P

Unless unforeseen delays occur, the RF&P will have a new form of passenger train operating on its main line starting in July 1992. Commuter trains of Virginia Railway Express will operate out of Fredericksburg to Washington D.C., initially on a weekday rush-hour-only schedule. The VRE will proivide the equipment with Amtrak supplying crews as contract operator. VRE has been plagued by delays in the delivery of its 38 coaches from Mafersa, Brazil's government-owned car builder working under contract for Mitsui & Co. USA, the original contract winner.

For motive power, VRE went shopping for rebuilt locomotives with Morrison-Knudsen of Boise, Idaho. The ten units designated "RP39-2Cs" are former GP40s rebuilt at M-K's Mountain Top, Pa., plant with HEP and push-pull capacity similar to those used by MARC. Several new stations and a storage yard, just south of the U.S.17 overpass near Fredericksburg, have been constructed along the RF&P main line.

A CSX future

With all of the changes going on, RF&P railroaders like Hudson and Burnette are certain that things will never

AT HAMILTON, VIRGINIA, in January 1992, the southbound hotshot R175 on Track 3 was overtaking the Tropicana empties on R409 on Track 2. Dual-control GP35 131 (**below**) was leading two Conrail GEs and a CSX EMD on R143 through Ashland on March 28, 1992. The R142 (**opposite**) with GP40-2 141 was meeting Amtrak's southbound *Carolinian* near Brooke, Va., in October 1991.

be the same. And the flavor of the RF&P will soon vanish forever. Another RF&P employee made the most memorable quote of my entire RF&P experience: "I am not sure what people expect of the RF&P when they come to town, but they soon find out that this little down-home Virginia railroad with 20 engines can really move some freight."

For the photographers, the RF&P's blue and gray units will soon be gone. However, the RF&P is a unique and very scenic line. Once the cab signal equipped Chessie GP40-2s and any surviving RF&P units receive the new CSX blue and yellow paint scheme, a whole new look will be available. Bear in mind that the same locomotives will remain captive to the line as long as the cab signal system is in effect.

Even without Pot Yard, the former RF&P is a vital link in CSX's lifeline and definitely worth a visit. For a railroad that goes between two of the largest population centers in Virginia, it does so by a route that is highly rural and scenic. Check it out.

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BY JIM BOYD

KODACHROME. PAUL MEYER

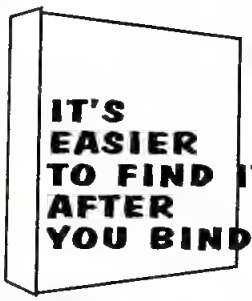
ILLINOIS MIDLAND 0-4-0T Number 4 had two loaded boxcars from the Farmers Grain Company elevator at Newark, Ill., en route to the CB&Q Ottawa Branch interchange at Millington in April 1959.

The 1992 Cover One Contest

This year marks the fifth anniversary of our Cover One Contest, and, as with last year's contest, the subject matter is wide open. Any railroad-related subject that fits our vertical cover format and "bleeds" off the page on all four sides will be considered. Remember that the composition must allow for our title banner at the top and the UPC code in the lower left of the frame, as does every cover we consider. The front cover, or "cover one" in printer's parlance, is the most important selling tool of any magazine, so covers must be bright and colorful, usually with a dominant subject — and the cover should be interesting enough to attract the casual viewer and intrigue the regular readers. Look at any of our regular covers or cover contest winners for inspiration. We do consider any railroad subject, from the latest diesel to a close-up of an old conductor with a bright red Soo Line hat or a vintage Kodachrome of a steam locomotive clawing its way up a 2% grade with a freight train. Though we will consider a horizontal photo that can be "cropped" to a vertical format, photos shot vertical generally get preference because they require less enlargement and will give better reproduction quality.

To have your material considered, it must be here by September 1, 1992. Photos are judged by the R&R staff using the same values that we apply to our regular covers, except that the contest photos do not have to relate to a feature article.

Though we wouldn't select a previous winner, we often consider a previous entry. Last



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year we received a record number of entries (957 submissions from 170 photographers), and there were quite a few that would do well if re-entered. The 1990 contest had a fall colors theme, which we thought was fun. Since then we've gone back to theme-less for the '91 and '92 contests.

The First Place Winner will have his or her photo on the front cover of the December 1992 issue, and the Second Place photo and a selection of the Runners-Up will be featured in a special Cover One Contest section. The First and Second place winners will be featured in "WE'D LIKE YOU TO MEET..." of that issue. Additionally, we offer cash prizes of $200 for First Place, $100 for Second Place and $50 each for Runners-Up.

Color transparencies of any size or format will be considered, and color prints must be on glossy paper, preferably 8″×10″ or 11″×14″. Color prints cannot be accepted on textured paper or mounted on a rigid backing, as these are nearly impossible to have color separations made from.

There is no limit on the number of contributions, and please put your name on each individual transparency or print because material does get separated and intermixed with other entries during judging. Also include basic caption information and a return envelope with your address on it. Return postage is helpful, but not necessary. All material will be returned shortly after the December 1992 issue is at the printer, and material is generally returned by the same class of mail that it was received, except for entries received by overnight courier, which will be returned via certified mail. Please pack your material carefully and securely, and we cannot assume any responsibility for material damaged in the mails. Send them to: 1992 Cover One Contest, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. If using UPS or one of the overnight couriers, the street address is: 1992 Cover One Contest, Carstens Publications, Phil Hardin Road, Newton, NJ 07860, and our phone number is 201/383-3355.

Remember, the deadline for entries is September 1, 1992. So go trackside, tilt that camera on its side and good luck.

The Illinois Midland

After reading about the two-mile Illinois Midland Railway in the "BN's Ottawa Branch" article in the June '92 issue and the follow-up in the July '92 MARKERS, Paul Meyer of Kankakee, Ill., sent a photo of 0-4-0T No.4 in action (page 68) in April 1959 taking two loaded boxcars from the Farmers Grain Company elevator at Newark, Ill., to the CB&Q Ottawa Branch interchange at Millington, where it picked up and returned with two empties.

When Paul returned to Newark a few months later, Number 4 was sitting dead and CB&Q 60-ton Whitcomb centercab 9120, built in 1932, was doing the work. The 9120 had been purchased by the Illinois Midland in July 1959. Now all we need to do is find out when the Illinois Midland abandoned and what happened to that ancient Whitcomb.

On the road with Ted Benson

Talk about coming through on a commitment. Ted Benson had agreed to update us on the new hoppers and 1992 Southern Pacific sugar beet operations, but our deadline meant he would practically have to write the story during his travels, which is what he did. And the cover letters that accompanied Ted's feature are just too good not to be shared:

"June 16, 1992. Tuesday...on the road... New Cuyama, California.

"This has been an interesting last couple/three days. First time I've ever actually written an article 'on the road'...

"The enclosed started out as a rough draft at SP's Guadalupe station yesterday afternoon (with suitable interruptions by Amtrak, and LABAF and an extended coffee break to go catch the westbound beet loads cresting Casmalia Hill at sunset). Finished the meat of the thing in a motel room at Santa Maria this a.m. and stopped for a couple hours here in the middle of nowhere en route Bakersfield to finish things up and caption prints and slides. Guess I don't make the Fed-Ex departure from the streets of Bakersfield this afternoon, but you'll still have it 'this week...'

"Needless to say, there's a lot of solid stuff in here and all very timely (as in I just saw my first ITGX hoppers up close and personal voiding a bellyful of beets into the Betteravia flume yesterday). Hopefully, the kind of stuff Dear Reader can stuff in the camera bag during beet pursuits this fall. Needless to say, have fun with all this — expect Bruce and crew will come up with a suitable cartographic display to help the folks figger out just where in the heck is Betteravia.

"Hmmm... 3:00 p.m. Think I'm gonna catch sundown on Tehachapi before turning this beast (*Ted's famous 1976 powder blue Ford van with 232,969 miles on it* — M.D.) into the wind for home."

A second cover letter dated June 17 was

Whistler's Western-The Boston & Albany RR

Our newest video takes you back to the days of Hudsons and Berkshires on the B&A! The Boston section of the "20th Century Limited" in 1936, the 1st run of the "New England States Limited" in 1938 and Wendell Willkie campaign train in 1940 highlight this program. Don't miss the famous A1 "Berks", the hard working Pacifics or the "Mike" helper at Chester. Also included are diesels of the NYC, PC, Conrail and Amtrak. B/W and color, sound maps and narration - 58 minutes.

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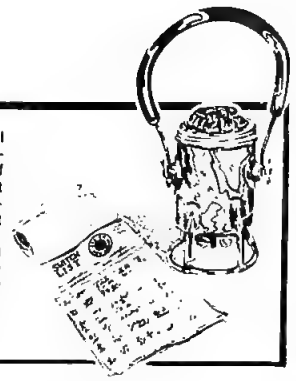

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ANNOUNCEMENTS

AUGUST 22, 1992, Atlanta, Georgia, Southeastern Railroadiana Collectors Fifteenth Annual Railroadiana/Model Train Sale and Trade Show, over 350 tables. Georgia International Convention and Trade Center, South of Atlanta Airport, adjacent Hyatt Atlanta Airport. 9:00 A.M. to 4:00 P.M. Admission $3.00, tables $30.00. Information LSSAE Martin, 4183 Paran Pines, Atlanta, GA 30327. 992

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included, and it reads:

"Wednesday...dead in the water...Selma, California.

"Well, sir, the best laid plans of mice and railfans...

"After catching sundown on Tehachapi last nite (and how — try a set off four ATSF 800s on the 952 Train coming up to Tunnel 2 in primo last lite of day!) I, indeed, turned this beast into the wind...and felt like I was bucking a headwind leaving Goshen. Turns out I was bucking a rapidly dying timing chain, which summarily gave up the ghost north of Traver, and so now I sit in the service bay at the Ford dealership in Selma (famous for the Cinderella Raisins packing house adjoining SP track south of town).

"Van is in big pieces, timing chain in little pieces, and by the grace of God we didn't tear up some valves during the 70 m.p.h. demise last night. Ever sleep in your truck in front of a Ford garage? Hardly the stuff of romance — like moonlit nights atop Tunnel 2! Anyways — with luck I get outta here for $550+. And if the Big Guy decides to call my van prime mover home...ah, burn that bridge when we get there.

"Anyways, Ford folks kind enuff to loan me work space (flies a-buzzin' and sweet country music on the radio — FYI, the van ate it right in the middle of Dire Straits and "Tunnel of Love" last — thought you'd appreciate that note)...so wrap this up and drag my dead hoof down to the Fed-Ex drop-off and we'll at least have your beet piece in N.J. by tomorrow.

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"RIDING IN AN OPEN VESTIBULE" a new CD featuring 60 plus minutes of spectacular sounds of railroading around the USA, recorded, edited, mixed digitally. $16.95, $3.00 shipping. NJ residents 7% tax. Quiet Please Recording, Box 46, Hasbrouck Hgts., NJ 07604. 1092

SANTA FE STEAM SOUNDS: From 1950: 2-10-2, 2-8-2, 0-8-0, 4-6-2, 4-8-4, more. Cassette mono tape, 45 minutes with descriptions. $10.00 postpaid. Stan Kistler, Box 977, Grass Valley, CA 95945. 1192

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WANTED: Anything pertaining to the E.J.& E. RR at Joliet, IL. Gene Hicklin, 220 Quincy, McCloud, CA 96057. 992

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NYC HUDSON and Mohawk Division photos, documents, art, drawings, etc., loan or purchase, for developing history. Jack Shufelt, 2401 Golden Shore Dr., Fenton, MI 48430-1058.1192

Whether I'll be in Modesto at that time remains to be seen.

"And didn't RAILROAD used to bill itself as 'the magazine of adventurous railroading?'

"Beet but not dead yet...Ted."

Well, Ted, thanks for hustle. And he did make it back home to Modesto without further trouble.

Ted's sugar beet feature was the result of Bruce Kelly calling him while trying to dig up information about a news slide we received of the new beet cars. Ted was planning a few days of "R&R" anyway and agreed to some "root pursuit" and reporting of his findings. Ted's writing of articles in the lobby of the Ford dealer even beats the legend of Alex "The Scoop" Mayes, from Washington, D.C., who reportedly would take D-76 developer along on trips to process black & white film in his hotel room enabling him to fire off prints to the magazines the minute he got home. Though Alex modestly denies it, I've heard the story from several people, and his name was in print often during the 1970s and '80s.

The vintage wooden beet racks have been a throwback to the past, and almost any experience with them on the road has been rewarding. The sounds of these cars creaking and clattering on jointed rail were haunting reminders of post-WWII railroading, and the fact that Espee usually assigned GP9s and SD9s to the beet trains on the branches certainly helped the illusion. With the new cars showing up, 1992 is definitely the twilight of the wooden beet racks, so don't pass up any opportunities to see them in action this season. And don't stand too close to the tracks as they go by lest you may be dodging wayward beets.

The new sugar beet hoppers are quite interesting. They are being converted from rapid discharge coal hoppers built in 1969 for the Union Electric Company, a Con-Ed affiliate in the St. Louis area. Metro-East Industries of Fairview Heights, Ill., (near East St. Louis) designed the new cars and is doing the reconditioning, which includes bringing the cars up to modern interchange standards, adding the distinctive screens at the top of the car and paint. The new cars are in the ITGX 10000-series, and a total of 400 should be complete by 1994.

And don't let the new cars prevent any outings during the sugar beet harvest, as the operations around the loaders are also quite interesting. Articulated side-dump tandem trailer trucks from the farms discharge their loads of beets into a hopper, and a conveyer strips any remaining leaves and drops them into one car at a time. It is an operation straight out of West Virginia coalfields. The old wooden beet racks will be missed, but if they had to be retired, these new hoppers are respectable replacements — M.D.

Blue Pacifics

Few can argue that Andy Muller's Blue Mountain & Reading 4-6-2 425 in Pennsylvania isn't stunning in her new blue livery (page 73). But when word first spread about the new paint job, the name of Jersey Central's crack passenger train *Blue Comet* spread with it, as did images of a bright blue locomotive. Jersey Central's official *Blue Comet* colors were "Packard Blue and Jersey Cream" — the blue was not quite as bright as, say, Conrail blue or as deep as B&O's Royal Blue.

The BM&R's ex-Gulf, Mobile & Northern 4-6-2 debuted in the new livery during the June 6-7, 1992, Railfan Weekend with freight and passenger trains on both the 13-mile BM&R and on the larger Reading & Northern, and with a Saturday night photo session next to the vintage Reading depot at West Cressona. Coming out of more then a year of shop work, the 425 began to impersonate a three-cylinder Pacific as a leak in the cylinder packing on the engineer's side developed an exhaust of its own. By Saturday afternoon the "fifth beat" was much more dominant than the proper four (the problem was fixed Saturday evening).

After watching the blue 425 prance at the foot of Blue Mountain at Port Clinton, it was obviously not a recreation of the *Blue Comet*, and Andy Muller proudly admitted that the blue paint was the idea of the BM&R's regular engineer, Reading veteran Charlie Kachel. Charlie recalls that when he was a kid, the Reading in 1927 painted G1sb 4-6-2 201 in blue with imitation gold trim and white tires, and he says that the 425 is a faithful representation. Eventually, plans are to make 425 appear even more Reading-like by mounting the headlight above center on the smokebox and the bell above it. Charlie says that Reading 201 wasn't blue for long, and that it was the only locomotive so painted up until the Reading's *Crusader* streamliner.

Historically, blue locomotives weren't all that rare, and a surprising number of them were Pacifics. Two railroads near the BM&R are commonly associated with blue hues. Jersey Central applied Packard Blue and gold trim with chrome plating to three big 79-inch drivered G3s Pacifics (831, 832 and 833) assigned to the *Blue Comet*. Inaugurated in February 1929 linking Jersey City and Atlantic City, the *Blue Comet* was considered a pinnacle of luxury daytime coach travel. But the depth of the Great Depression was not the time to promote a new luxury train, and after the service deteriorated somewhat, the train was discontinued on September 28, 1941.

No color photographs of the CNJ blue Pacifics have surfaced within the Northeastern railfan community, but a Ted Xaras painting of 832 at Atlantic City is regarded by many as an excellent reference. Xaras' work appeared on a Hamilton Collection commemorative plate almost two years ago, and a full-color image appears in the Hamilton Collection ad on page 19 of the January 1991 R&R. Another excellent rendering of a *Blue Comet* Pacific is Howard Fogg's beautiful watercolor of the 831 reproduced in color in Bill Kratville's classic book *Steam, Steel & Limiteds*.

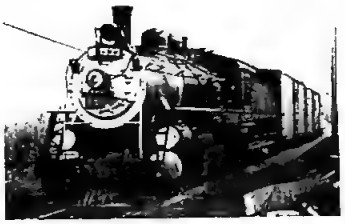
The Baltimore & Ohio is well-known for blue Pacifics. The first non-black modern locomotives on the railroad were the 20 handsome P7 "President Class" 4-6-2s built by Baldwin in 1927 with 80-inch drivers. They were delivered in olive green with gold trim and carried the names of 20 of the first 21 U.S. Presidents at that time (only one locomotive was named *President Adams*, although John Adams was the second U.S. President and John Qunicy Adams was the sixth). The 5300, *President Washington*, is on display today at the B&O Museum in Baltimore in the green livery.

The blue livery was introduced to the B&O in 1935 by designer Otto Kuhler on the new *Royal Blue* passenger train, and P7 5304, *President Monroe*, was modified in 1937 with a bullet-nosed streamlined shroud and blue paint. Shortly thereafter the entire P7 fleet was repainted solid Royal Blue and had the names removed. The lone 5304 lost its bullet shroud in 1940, but in 1946 it was one of four P7s rebuilt as P7d's and given a different bullet-nosed streamlining job for the new *Cincinnatian* — also in blue. Beginning in 1942 the B&O began an upgrading program that included all but five of the P7s (the 5300 was one of those unmodified), but the blue livery remained on the modernized rebuilds and lasted through the end of steam. As a result, many have been captured on color film, such as Bob Collins' views on page 73. The B&O Pacifics differed from the BM&R 425 in that they had none of the pinstriping but had jacketed blue smokeboxes and graphite gray smokebox fronts.

Railroads a little farther from the BM&R also dabbled in blue paint on unstreamlined steam locomotives during the 1940s. The Texas & Pacific had blue-painted 4-6-2s and 4-8-2s for use on Missouri Pacific's *Eagle* on T&P trackage, and the Frisco had three oil-burning 4-8-4s (4500-4502) delivered in blue with snappy white lettering for the *Meteor*, and these 4-8-4s also saw service on the

next month in RAILFAN & RAILROAD

● **NEW HOPE FOR THE NEW HOPE:** After more than 20 years of up and down fortunes, the picturesque New Hope & Ivyland steam railroad in eastern Pennsylvania is back on solid ground. NH&I Conductor Kurt Bell relates the history and current developments of this Bucks County tourist hauler on a former-Reading branch.



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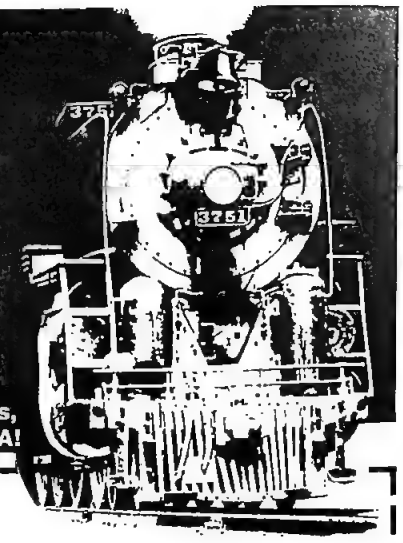

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Firefly and *Black Gold* passenger trains. Of four preserved Frisco 4-8-4s — all were donated in black paint — the 4500 in Tulsa, Okla., was repainted a few years ago by locals back into the blue *Meteor* paint. And, the 4500 has been removed from its park perch and is presently being evaluated for overhaul.

Liveries very similar to that on the BM&R could be found in differing hues of blue all over England, with the blue and black version of the streamined LNER A.4 Gresley Pacifics being among the most famous — not to mention *Thomas the Tank Engine*. And we're sure there were other American railroads with steam locomotive "blues," such as Reading 4-8-4 2101 as American Freedom Train No.1 and the Santa Fe's streamlined "Blue Goose" 4-6-4. While we're not about to encourage every tourist railroad to hit the paint pot, after the initial shock, it was interesting to see a blue steam locomotive after encountering so many examples of everything from tank engines to Mikados in ersatz Southern green.

The blue 425 will be the engine on the BM&R's regularly scheduled passenger trains between Hamburg and Temple this year, as Reading 4-8-4 2102 (still in authentic Reading freight black) is in the shop for its five-year inspection and routine maintenance. Incidentally, as of late June, the 425 was on the BM&R facing north for the first time, which opens up a whole new realm of photo opportunities.

RAILFAN & RAILROAD Advertising Index for September 1992

A–B

A&R Systems, Inc. 69
Andover Junction 35
B.R.M.N.A. 36
Bamard, Roberts & Co. 38
Berkshire Videography 69
Blue Mountain & Reading RR 29
The Book Depot 40,41
Boston Mills Press 22
Bradley Enterprises 31
BV&M 28

C

Caboose Hobbies 34
D. Carlton Railbooks 39
Carstens Publications 24,34,36,38,68
Challenger Tours 6
Charly's Slides 34
Colorado Railroad Museum 33
Conway Scenic Railroad 34
Creetline Studios 34

D–E–F

The Depot Attic 39
Des Plaines Hobbies 32
DPA-LTA Enterprises, Inc. 9
Durango and Silverton RR 31
East End Productions 8
Forrester Communications 39
Freight Cars Journal 13

G

GNP Publications 17
Golden Spike Enterprises 39
Goodheart Productions 17
Green Frog Productions 10,11
LV. Grogan 34

H

Herron Rail Services 12
Hi-Iron Railroad Videos 6
Hyrail Productions, CTC Board 27

I–J–K–L

JMJ Productions 23
M.F. Kotwicki 28
Lakme Press 27
Carleton F. Loucks 6

M

Mainline Steam Tours 14
Mark I Video 20
McMillan Publications 33
Metaphor 37
Morning Sun Books 23
Moviecraft, Inc. 33

N–O–P

National Railway Historical Soc. 32
Neff Video Productions 22
North Kildonan Publications 30
Old Line Graphics 7
Pentrex ..... 9,18,19,Cover III & IV
Perry's Hobbys 13
Plets Express 24

R

Railcom 12
Railfan & Railroad 31,32,69,72
Rail History Prints 35
Rail Plaque 35
Railroad Avenue Enterprises 16
Railroad Video Productions 26,27
Rails 'N' Shafts 21
Rail Travel Center 9
Railway & Locomotive Hist. Soc. 20
Railway Productions 30
Raritan Bay Hobbies 8
Revelation Audio-Visuals 68
W.N. Rich 35
Ben Rohrbeck 32
Ron's Books 15
R S Enterprises of NJ, Inc. 39

S

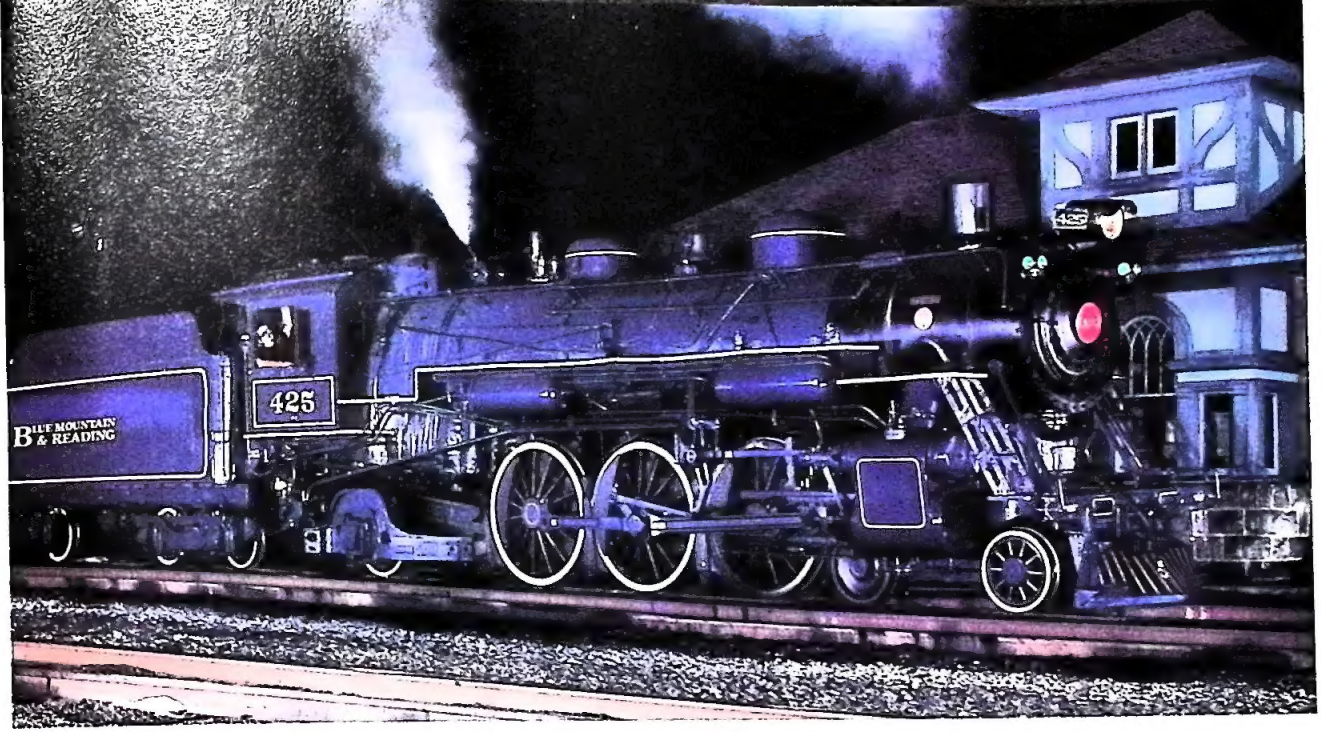
Scanner World 30
Jon Schaub Photography 39
Greg Scholl Video Productions 25
Schrader Enterprises 32
The Short Line 38
Simmons-Boardman 69
Gary Sturm 20
Sundance Marketing 24

T

TLC Publishing 17
Trackside Prints 39
Trackside Video 16
Transit Gloria Mundi 37
Transquip 7
Trolley Talk 39

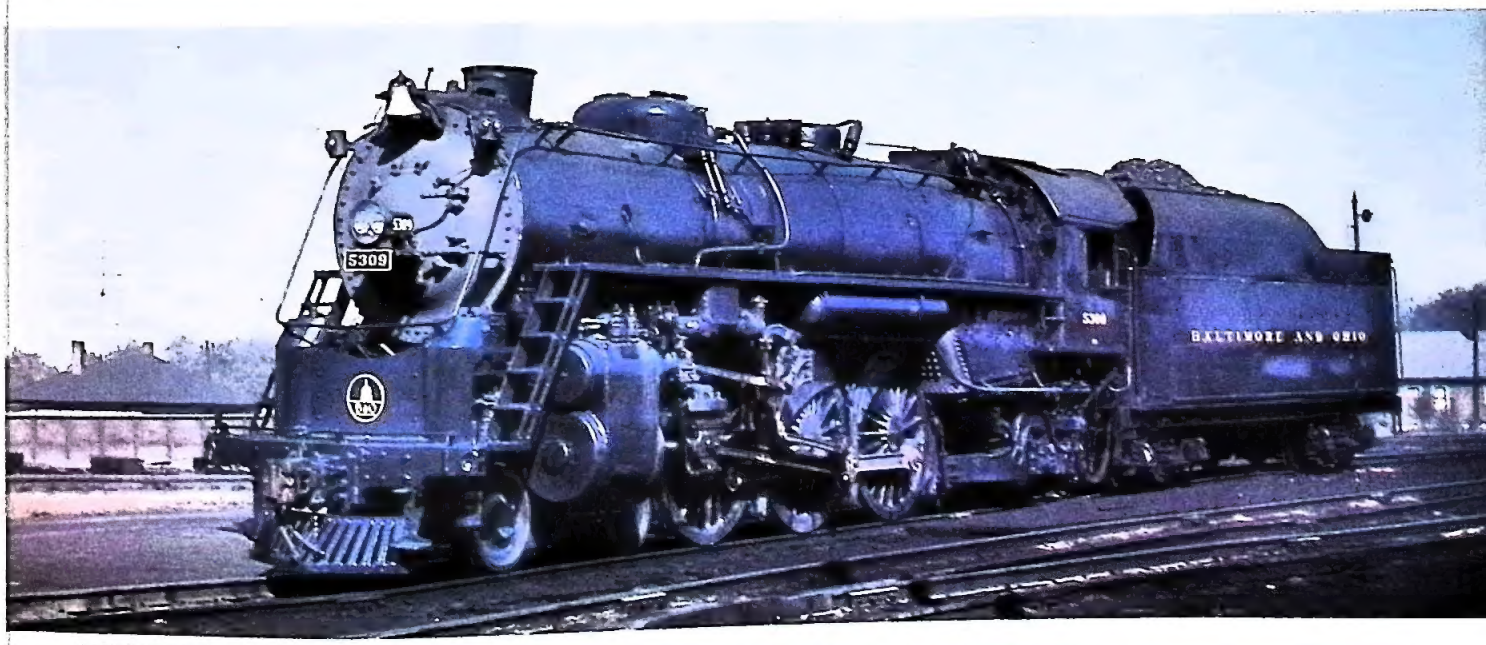
V–W–Z

Laurence Veysey 28
Video Classics 33
Video Rails ..... 3, Cover II
WB Video Productions 14
G.C. Wineholt 28



KODACHROME JIM BOYD / LUMEDYNE LIGHTING KERMIT GEARY JR. and BRIAN MANWILLER

BLUE PACIFICS, then and now: The first blue-painted steam locomotive to be seen in quite a while is Blue Mountain & Reading's ex-GM&N 4-6-2 425, which made its debut in new colors at the Railfan Weekend on June 6-7. It posed for this night photo at West Cressona, Pa., on Saturday. Probably the most numerous blue 4-6-2s were the B&O's 20 "President Class" P7s, which went from olive green to blue in the late 1930s. Rebuilt P7c 5309 was looking fresh at Willard (**below**) on September 19, 1955, and P7e 5316 had a matched consist eastbound at Deshler, Ohio, (**bottom**) on May 28, 1956.



TWO KODACHROMES. ROBERT F. COLLINS

KODACHROME JIM BOYD / LIGHTING DENIS CONNELL TOM TRENCANSKY and CHRIS KIMLER

KODACHROME EDWARD FEATHERS

MISSISSIPPI CENTRAL 4-4-0 No.98 is powering weekend trips on the Wilmington & Western this summer from Marshallton to Mt. Cuba, Delaware. On May 10, it stormed up W&W's 0.85% grade out of Woodale Cut and across timber trestle 8B. See page 44.

CUMBRES & TOLTEC SCENIC opened its 1992 season with K37 497 (acquired from the Durango & Silverton in 1991) leading a mixed train. On May 16, 1992, the 497 rounded Tanglefoot Curve (**right**) making a "Grande" display of smoke. See page 44.

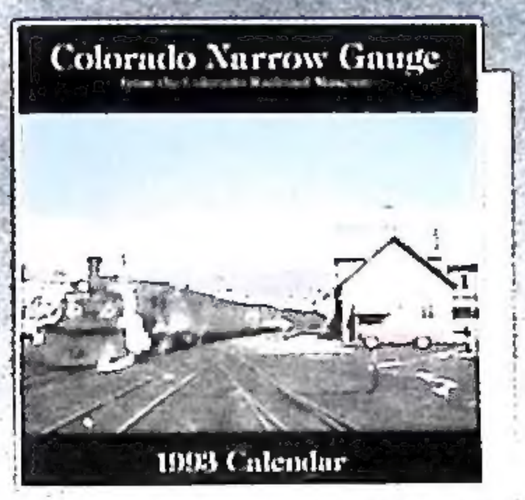
THE LOWVILLE & BEAVER RIVER RAILROAD in upstate New York completed restoration of two-truck Shay No.8 in time for "Railfan Days" on June 13-14, 1992. It was posed for night photos on Saturday atop the tall ex-NYC bridge in Lowville. See page 44.

FUJICHROME JACK ARMSTRONG

A RUTLAND RESURRECTION in the form of relettered Green Mountain RS1 405 highlighted the Rutland Railroad Historical Society convention in Bellows Falls, Vermont. The ex-Rutland unit led a convention special, seen at Ludlow on May 17. See page 44.

EKTACHROME R P. REIFF

1993 CEDCO Calendars Available From Pentrex



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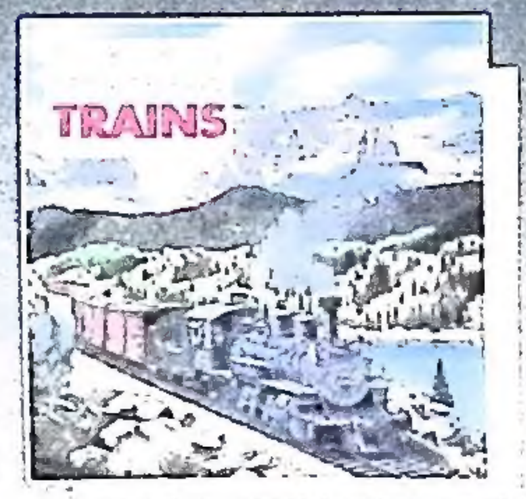

Howard Fogg's Trains

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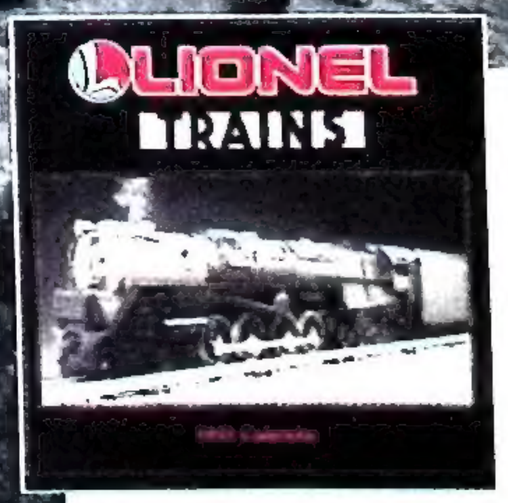

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